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TIME-TABLE

WEEK DAYS.		
7.30 a.m.	7.10 a.m.	every 15 minutes } Stop.
7.35 " " 8.00	8.00	
8.00 " " 8.30	8.30	" " 10 " } ping
8.30 " " 8.47	8.47	" " 15 " } Non Stop
8.47 " " 8.54	8.57	" " 15 " } Stopping
8.54 " " 9.04	8.57	" " 15 " } Non Stop
9.04 " " 9.11	8.54	" " 15 " } Stopping
9.11 " " 9.30	9.04	" " 15 " } Non Stop
9.30 " " 9.47	9.11	" " 15 " } Stopping
9.47 " " 9.54	9.20	" " 15 " } Stopping
9.54 a.m. to 11.00	11.00	every 10 minutes } Stop.
11.30 " " 12.30	12.30 a.m.	" " 15 " } ping
12.30 " " 1.40	12.40	" " 15 " } Non Stop
1.40 " " 1.57	12.47	" " 15 " } Stopping
1.57 " " 2.04	12.57	" " 15 " } Non Stop
2.04 " " 2.11	1.04	" " 15 " } Stopping
2.11 " " 2.30	1.13	" " 15 " } Non Stop
2.30 " " 2.47	1.20	" " 15 " } Stopping
2.47 " " 2.54	1.30	" " 15 " } Stopping
2.54 p.m. to 4.00	4.00	every 10 minutes } Stop.
4.00 " " 4.30	4.30	" " 15 " } ping
4.30 " " 4.47	4.30	" " 15 " } Non Stop
4.47 " " 4.54	4.47	" " 15 " } Stopping
4.54 " " 5.04	4.57	" " 15 " } Non Stop
5.04 " " 5.11	5.04	" " 15 " } Stopping
5.11 " " 5.30	5.13	" " 15 " } Non Stop
5.30 " " 5.47	5.20	" " 15 " } Stopping
5.47 " " 5.54	5.27	" " 15 " } Stopping
5.54 " " 6.04	5.34	" " 15 " } Non Stop
6.04 " " 6.11	5.44	" " 15 " } Stopping
6.11 " " 6.30	5.50	" " 15 " } Non Stop
6.30 " " 6.47	5.57	" " 15 " } Stopping
6.47 " " 6.54	6.04	" " 15 " } Non Stop
6.54 " " 7.04	6.13	" " 15 " } Stopping
7.04 " " 7.11	6.23	" " 15 " } Non Stop
7.11 " " 7.30	6.30	" " 15 " } Stopping
7.30 " " 7.47	6.37	" " 15 " } Non Stop
7.47 " " 7.54	6.47	" " 15 " } Stopping
7.54 " " 8.04	6.54	" " 15 " } Non Stop
8.04 " " 8.11	7.04	" " 15 " } Stopping
8.11 " " 8.30	7.13	" " 15 " } Non Stop
8.30 " " 8.47	7.20	" " 15 " } Stopping
8.47 " " 8.54	7.27	" " 15 " } Non Stop
8.54 " " 9.04	7.37	" " 15 " } Stopping
9.04 " " 9.11	7.47	" " 15 " } Non Stop
9.11 " " 9.30	7.54	" " 15 " } Stopping
9.30 " " 9.47	8.03	" " 15 " } Non Stop
9.47 " " 9.54	8.10	" " 15 " } Stopping

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THE VICEROY ON INDIAN
PROBLEMS.

WARNING TO EXTREMISTS.

The Viceroy, the Earl of Reading, opened the newly elected Legislative Assembly in full ceremony at Delhi on January 31st. The Chamber was crowded to the utmost with members of the Council of State and the Legislative Assembly. The keenest interest was taken in the powerful and eloquent speech which the Viceroy delivered in impressive tones.

THE NEW HOME GOVERNMENT.

Dealing with internal Indian politics Lord Reading said:—

In addressing myself to the internal affairs of India, I would remind you that a change of Government has happened in England within the last few days. In consequence, ordinary courtesy and also constitutional propriety render it incumbent upon me to refrain from some observations upon Indian affairs I should otherwise be tempted to make until there has been an opportunity for discussion with the new Secretary of State and his Majesty's Government. If, therefore, contrary to your expectation, I do not express myself upon some matters, you will understand the reason, but it need not prevent my making some reference to the reforms and the work before the Legislature.

"With the institution of the Legislative Council in Coorg and the grant of representation in the Assembly to Ajmer, Merwara, a reformed Constitution has become an integral part of the institutions in the smallest administrative units in this country. The attendance at the polls and the close contests between candidates during the recent election demonstrate the increasing interest which the system claims from the electorate and the country at large. Within the walls of the Council chambers Parliamentary traditions have begun to be established and representative institutions are being built upon a firm basis. The people of India are taking a share in the maintenance and activities of the Government, which stands—and all civilized administrations stand—for security against external aggression, for internal security by the maintenance of law and the preservation of order, for protection of the rights and liberties of individual citizens of every class and creed, for the development of the material and political welfare of the country, and for ordered continuity of progress."

As you are aware, the policy of reforms in India was introduced with the approval of all political parties in England, and all stand committed to it as the fundamental policy in relation to India of his Majesty's Government, however constituted, and apart from the other political controversies which mark the lines of division in Parliament. It is not unconstructive to reflect upon the succession of Prime Ministers and Governments that has taken place in England since I became Viceroy nearly three years ago. Mr. Ramsay MacDonald, who has so recently attained his present exalted office, is the fourth Prime Minister with whom I have served during my period of office as Viceroy.

PERMANENCE OF POLICY.

None of these Governments has wavered for one moment regarding the policy of reforms in India. Each in succession has immediately accepted the policy of reforms in India. Governments may, and doubtless will, vary as regards the details of administration, and may differ in opinion regarding the stages of progression and the periods of advance, but the cardinal policy of reforms remains the same for all: it is the policy of the British nation and of any party. I commend these facts to the consideration of those, if there be any, who may still regard the promises held out as illusory, and never to be fulfilled. I came to India charged with the solemn duty of carrying out those reforms and inspired by the earnest desire to make them a success, and imbued with the firm determination to carry to further stages in its ultimate development. I have anxiously watched consolidation of the foundations of the first courses of the edifices of Parliamentary institutions and traditions, and I stand pledged to carry onward the erection of the structure, and to continue building, in the full hope of its ultimate completion; but be it remembered that the successful issue of the reforms cannot depend solely upon the intentions and actions of his Majesty's Government, of the Viceroy or Government of India, or of all combined.

The future must largely depend upon the people of India and the actions of the Legislature. A first stage was passed when the first Assembly was dissolved. My own application of the value of the achievements of the first Legislative Assembly and of the Council of State was expressed in my prorogation speech. We have now entered upon the second stage of the election of a new Assembly. I look and hope for the continuity in the new Assembly of the same valuable tradition, for continuity is an essential condition of well-ordered political progress. A considerable advance has been made on the road, and many difficulties have been successfully overcome and obstacles surmounted by the Legislature. Differences have occurred, but I am convinced these have left no bitterness in their wake. Opinions varied, but there was a common objective—the advancement of India. To-day marks the opening of a new stage; it changes to happen at a specially important moment, when the future actions of this Legislature will be fraught with the deepest interest and significance to India. There is now a Government in England which numbers among its members some of the most ardent supporters of reforms and the most sympathetic friends of India.

IMPOSSIBLE CLAIMS.

There is now a spirit in India, if I am to credit all I read, which is bent upon the destruction of the reforms, unless it immediately attains that which it is impossible for any British Government to grant forthwith—that is, complete Dominion self-government. I am well aware that words are often used in the heat of political conflict which perhaps convey more than is really intended; moreover, it is but natural that when faced with the responsibility of action there should be deeper reflection upon its true significance and probable consequences. I cannot foretell the future, and I do not know what it holds, but I cannot conceal from you that the political situation in India, in its constitutional aspects causes me some anxiety for the future of reforms. I should be doing a disservice to India if I failed at this moment to give expression to my views, formed not upon hasty or cursory survey, but as the result of a profound study and reflection as I can bring to bear upon a subject of supreme interest to me. In October last I sounded a note of warning which I must here repeat in the friendliest spirit but with all gravity. I spoke with the object of presenting a picture of the future as I then saw it to those in India who had not failed in their support of the reforms policy, although they had on occasions felt bound to oppose the actions of the Government. You may remember I adverted to the possible prospect, according to the then indication of events, of a check which I deplored in the onward progress of reforms. The possibility of this check has come nearer to us; indeed, it is in a degree already with us in some respects, although it has not happened, and I devoutly trust it will not happen in the Central Legislature. If the position should become more acute in the Provinces the local Governments may rely upon my fullest support. I still wonder, as I wondered in October, what purpose beneficial to India will be served by any course destined to destroy continuity of progress in reform movements.

BRITISH NATION MUST ASSENT.

No change in the Constitution can be effected by legitimate and peaceful methods save with the assent of the British Parliament—that is the British people. The British Parliament has already set up the machinery now in operation. It is working with efficiency through well-ordered processes towards the creation of responsible self-government. It is difficult to conceive that any responsible body of opinion can ignore the purpose it has in view, or can desire to check its creative activities and to risk the injury which must result to the fine fabric already in process of being woven upon its looms. Nevertheless, I gather that there is a disposition in some quarters to believe that the hands of the British Parliament can be forced, and that a situation may be created which may impair the reforms and thus cause Parliament to act contrary to its desire and better judgment. It may appear easy to impair and even to destroy and to recreate. Doubtless destruction is always easier than construction. Violent revolutions have destroyed the institutions of nations; neglect and apathy in other cases have induced their decay and extinction; but I beg you to remember that when influences of this nature have been set in motion restoration and recreation become infinitely more difficult

and sometimes impossible. These influences make no appeal to the British people, and the British Parliament would emphatically repudiate and reject them. Rather rest the real hopes of the consummation of India's desires in the promises already made and in the intentions already manifested and to be manifested by that great champion of liberties, the British Parliament. As a devoted friend of India I am convinced that action based on reason and justice will alone prevail with the British people, and will prove the only safe road to the ultimate goal to be attained. I feel sure you will keep steadfastly in mind in the course of the deliberations of this session that the eyes of all friends of reform will be fixed upon the harvest which the Legislature will sow and reap. It is of greatest moment to India at this juncture that her elected representatives in the responsibilities of their present position should make a wise choice as regards the course they will pursue. I do not doubt they are imbued by those ideals which have from the outset inspired this Legislature, and that they seek the welfare of India. I earnestly pray that calm judgment, and desire of mutual understanding and goodwill may characterize this session of the Legislature, and may thus carry India further forward to the fulfilment of her legitimate aims and aspirations.—*Reuter.*BARDINET
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THE CUSTOMS SURPLUS.

STUDENTS' APPEAL TO THE
BRITISH PREMIER.

The following letter has been addressed to Mr. Ramsay MacDonald Prime Minister of Great Britain, by the Committee of the National Kwangtung University Endowment Fund Movement:—

March 14th, 1924.

Sir,—We, the Committee of the National Kwangtung University Endowment Fund Movement organized by the student body of the Teachers' College, National Kwangtung University, extend our congratulations upon your assumption of the high office of Prime Minister of England. Conscious of your lofty principle and honorable sense of justice for all, we now approach you to ask your aid in the matter of the return of the proportionate share of the Customs Surplus to the Southern Chinese Government for use in defraying the expenses for education in South China.

As there has been no Government University in existence in South China, Dr. Sun Yat-sen has ordered the Normal College, the Law College and the Agricultural College, all of Canton, to combine and form themselves into a university called the National Kwangtung University. Large funds are needed for this new undertaking. It is hoped that the funds from the Customs Surplus may be available for this laudable and worthy cause. Our Committee is entrusted with the task of securing funds and endowments for the needs of the newly established National Kwangtung University. We therefore confidently await your favourable response and sympathetic co-operation.—We have the honour to be, Sir,

RUSSIAN TRADE WITH THE
EAST.

The Botta News Agency (Russia) at Peking says the Russo-Oriental Chamber of Commerce, which has been in existence a year, has done much to stimulate trading activities between the Union of Soviet Republics and the countries of the East.

In the Far East, it says, trade with Mongolia has been revived, largely at the expense of Chinese, British, and American interests. Commercial relations have been resumed with Western China, which is an important source of supply of many raw materials. Business men from Western China were prominent at the Nijni Novgorod Fair. There is a promising market for Russian cotton goods, sugar, oil, matches, goloshes, and crockery. It is interesting to recall that in 1913 Russian exports to Western China amounted to 2,192,000 roubles, and imports to 5,129,000 roubles.

During the working year 1923-24, Russian trade with Eastern countries amounted to nearly 40 per cent. of the pre-war figure. For this the Russo-Oriental Chamber of Commerce is largely responsible.

EAST AFRICAN COTTON.
A TANGANYIKA FIELD.

The executive committee of the Empire Cotton Growing Corporation reports that the Uganda cotton crop is expected this season to exceed 100,000 bales.

The committee has learned with great satisfaction of the decision of the Government to extend the railway systems in East Africa so as to open up new cotton areas. The corporation has suggested to the Government the building of another railway, to run from Tabora on the line from Dar-es-Salaam to Lake Tanganyika, to Mwanza on Victoria Nyanza. This proposal and a further suggestion for a new railway in North-West Nigeria have been referred by the Colonial Office to the local Governments for examination. The Mwanza area of Tanganyika is believed to be very promising for cotton growing.

DIVIDEND ANNOUNCEMENTS.

The Malakoff Rubber Co. are declaring a final dividend of 5 per cent., making 10 per cent. for the year 1923. A 5 per cent. dividend absorbs \$50,000. The Directors propose to carry forward to next account \$68,013.17.

The Haytor Rubber Estates pays a final dividend of 5 per cent. This with the interim dividend of 5 per cent. and a special dividend of 20 per cent. paid during the year out of a sum transferred from reserve account makes a total of 30 per cent. for 1923.

The Tapan Rubber Co. is paying a dividend of 5 per cent. absorbing \$29,193.50; transferring to Development Reserve \$25,000; and carrying forward \$34,797.43.

ALCOHOL AND LONGEVITY.

Alcohol and tobacco are not incompatible with the attainment of great longevity. Such is the conclusion of Dr. Raymond Pearl, of the School of Hygiene and Public Health at the Johns Hopkins University, Baltimore, who presents a preliminary report upon a questionnaire which has been addressed to 200 nonagenarians. An intensive study of fifty-one cases of men and women, twenty of whom were centenarians, upon which the report is based, shows that 54 per cent. of the men had used alcohol as a beverage during their lives. The mean present age of the users is 97.2 years, and of non-users 97.8. Inquiry in the case of women showed substantially the same result, with the mean present age 98.8. Dr. Pearl advises that, while the use of alcohol and tobacco is no bar to long life, he has found evidence of "inherency of long duration of life." With very few exceptions, every nonagenarian investigated had been married one or more times.

SOVIET REPLY TO GREAT
BRITAIN.

SUPERSESION OF OLD TREATIES.

The Foreign Office issued on February 28th the reply of the Moscow Government to the British Note giving *de jure* recognition to that Government. The reply addressed to Mr. MacDonald, and signed by M. Rakovsky, who now becomes Chargé d'Affaires in London, is as follows:—

I have the honour, on behalf of the Government of the Union of Soviet Socialist Republics, to inform your Excellency that my Government has taken cognizance with satisfaction of the contents of the British Note of February 1st, 1924, in which the British Government recognizes *de jure* the Government of the Union of Soviet Socialist Republics, whose authority extends throughout all the territories of the former Russian Empire, with the exception of those which have been covered with the consent of the Soviet Government and in which independent States have been constituted.

2. Expressing the will of the Second Congress of the Union of Soviet Socialist Republics, which proclaimed that friendly co-operation between the peoples of Great Britain and the Soviet Union remained one of the first cares of the Government of the Union, the latter declares its readiness to discuss and settle in a friendly spirit all questions arising directly or indirectly out of the fact of recognition.

3. Consequently, my Government is prepared to arrive at an understanding with the British Government to replace those former treaties which have either been denounced or have lost their juridical force as a result of events during or after the war.

4. For this purpose the Government of the Soviet Union is prepared to send to London in the immediate future representatives with full powers, whose tasks will also include the settlement of outstanding claims and obligations of one party against the other, as well as the determination of means for the restoration of Russia's credit in Great Britain.

5. My Government, in full accord with the views of the Government of Great Britain, considers that mutual confidence and non-interference in internal affairs remain indispensable conditions for the strengthening and development of friendly relations between the two countries.

6. My Government has learned with pleasure of the appointment of Mr. Hodgson as British Chargé d'Affaires in Moscow, and has instructed me to inform your Excellency that, pending the appointment of an Ambassador, I have been given the status of Chargé d'Affaires of the Union of Soviet Socialist Republics at the Court of St. James's.

I take this opportunity of conveying to your Excellency the assurances of my most distinguished consideration.

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LAUNCHING CEREMONY AT KOWLOON DOCK.

S.S. "LIEN SHING" LAUNCHED.
MR. R. SUTHERLAND ON SHIP.
BUILDING AT HONGKONG.

The s.s. *Lien Shing*, built to the order of the Indo-China Steam Navigation Co., Ltd., was successfully launched yesterday morning at the Hongkong and Whampoa Dock. Mrs. A. B. Stewart performed the traditional christening ceremony.

Among those present were H.E. the Governor attended by Capt. Neville, A.D.C., Major-General Sir John Fowler, the Hon. Sir Paul Chater, the Hon. Mr. E. D. C. Wolfe, the Hon. Mr. C. McI. Messer, Commodore Grace, Messrs. H. P. White, D. G. M. Bernard, R. Sutherland, J. Reid, R. M. Dyer, A. B. Stewart, J. Scott Harston, and many other prominent members of the Community.

The vessel took the water gracefully at 11.45 a.m. after Mrs. Stewart had severed the cord connected with the hydraulic ram and broken the customary bottle of champagne just as the vessel began to slide down the ways. Cheers for the *Lien Shing* were heartily given on the call of Mr. Sutherland and this was followed by the usual crackling firing and joyous screaming of sirens as the tug, standing by, took charge of the vessel on arrival. The *Lien Shing*, when completed is intended for the Tientsin-Shanghai service. A full description of this latest addition to the Indo-China Company's fleet was published in our yesterday's issue.

The launching completed, the Company adjourned to the moulting loft, where various toasts were honoured.

BEST OF LUCK.

In asking the gathering to drink to the success of the *Lien Shing*, the Chairman of the Dock Company (Mr. H. P. White) said that the name of the steamer meant "ever-increasing promotion." The *Lien Shing* was the third steamer the Dock had launched for the Indo-China Company within six months, and was the seventh within the last eight years. It was very evident that the work of the Dock Company had given satisfaction and he hoped the new steamer would be as successful and remunerative to her owners as the previous vessels which bore the same name. In proposing the toast he coupled with it the name of Mrs. Stewart, who had kindly consented to be the ship's "god-mother," and asked her acceptance of a souvenir of the occasion.

Mr. Stewart, replying on behalf of his wife after the toast had been honoured, said that when in Tientsin in 1919 one of the first ships with which he had to do was the old *Lien Shing*, and so the name had many interesting associations for him. He hoped that the boat would not only continuously promote the reputation of the Dock Company but also the fortunes of her owners. (Applause.)

WHAT THE DOCKYARD HAS DONE FOR THE COMPANY.

NEED OF TYPHOON WARNINGS.

Mr. R. SUTHERLAND, in proposing the health of the Hongkong and Whampoa Dock Company, said: Mr. White, ladies and gentlemen.—It is with feelings of great pleasure that I take this opportunity of thanking you for your kind remarks. It was in 1895 that I first went over these premises and it is impossible to explain the changed conditions. Where you will now find established in the new extension the most up-to-date electrical machinery, equal to anything in the world, there was then only to be seen a herd of goats grazing, and I can well remember my feelings of wonder as to what nourishment could be forthcoming from those granite hills, sand, and sea-weed. Times have changed. At the annual meeting of this Company, held quite lately, mention was made of recent expansion and of the important future developments you have in view. Speaking as one, therefore, who has been in constant touch with the Hongkong and Whampoa Dock Co. for over twenty years, I would like to associate myself with the optimistic views of the Directors then pronounced. All who have an inner knowledge of the trade potentialities of this port, particularly with regard to shipbuilding, of the prospects of opening up China and all that that means, cannot but realise that important industrial concerns such as this, cannot be conducted on a cheese-paring policy.

The Hongkong and Whampoa Dock Co., will, on completion of the *Lien Shing*, have turned out for our Company steamers aggregating 22,295 gross tons. The seven vessels making up such figures have been of various types, have operated in ocean, coast and river trades, and, wherever employed, have proved all that can be desired. In addition to actual contracts for building and repairs, we have been fortunate in having the services of this Company in various salvage operations, and several important successes, such as the *Tang Shing* at Swatow, and the *Kuan Sang* on Northern Luzon, are striking examples of the elasticity and thoroughness of your organization; further, the up-to-date plant capable of coping with every emergency cannot but be a source of satisfaction not only to shipowners in the Far East but to Insurance Companies and Underwriters in all parts of the world.

FULLER TYPHOON WARNING NEEDED.

On the question of casualties, Hongkong is unfortunately situated in a perilous position as regards typhoons, and while on this subject I would refer to the remarks of the Chairman of the Chamber of Commerce made at the annual meeting held some two days ago, in which he spoke of the hopeful strain of the anticipated installation of a wireless and meteorological observing plant on the Pratas. To those who have not closely

studied this question it would perhaps appear that timely warnings of typhoons are only going to be a saving to the Colony in respect of getting ships into safety and taking effective measures against damage ashore and afloat. By a strange anomaly, however, the establishment of the Pratas Station will be a great saving to the Colony in respect, not of the typhoons that come here, but those that don't. In explanation, I would say that, in the words of an expert who sat on the Shipping Sub-Committee of the Chamber of Commerce, "the difficulty is that typhoons which have either crossed Luzon or entered the China Sea through the Balingtang Channel get lost." Thereafter a period of anxiety would seem to exist in the minds of the meteorological experts, who are unable to determine with any degree of accuracy whether the storm centre will pass up the Formosa Channel, will curve southward in the direction of Indo-China or will maintain its line of progression towards this Colony.

To guard against the possible eventualities it is necessary for the Observatory officials to have recourse to local storm signals and to play for safety, and I may say rightly so too! What does this mean, however? My long experience of shipping here goes clearly to prove that in the large majority of cases when signals have been hoisted, lighters have taken shelter in typhoon refuges, steamers have moved to shelter, large industrial concerns such as this and other docks have had their business dislocated or partially suspended; in the end, normal weather conditions have been evetuated. This is no one's fault, but, in the opinion of all who are in touch with the situation, it is anticipated that with the establishment of the Pratas Station it will be possible to more effectively gauge the direction of typhoons and so minimise the heavy financial loss which hitherto has of necessity been suffered by the Colony, both ashore and afloat.

Some years ago, for the sake curiosity, figures were taken out as to what the suspension of shipping cost this port. The demurrage on vessels alone, to say nothing of smaller craft and suspension of industrial concerns on shore, amounted to over \$100,000 per day; this result was arrived at considerably before the increase of tonnage in these waters so I leave you to estimate what the total to-day would be.

LOCAL SHIPBUILDING ORDERS.

I have been asked further to comment upon a matter which has been a somewhat common topic in connection with present-day shipbuilding. An opinion exists in some quarters that owing to the deplorable state of affairs resulting from unemployment at Home, building contracts wherever possible should be placed in the Old Country, in preference to foreign ports or even British Colonies. While this is undoubtedly a most commendable spirit, I venture to state that there is something to be said on the other side. Apart from the fact that there are sometimes difficulties in placing orders at Home, owing perhaps to difference of prices and other matters which need not be referred to, I would remind you that the bulk of the material and fittings of each steamer completed in this port are in the first place manufactured at Home and shipped to the Far East, so that it can be easily seen that the placing of contracts in Hongkong materially benefits industrial concerns of the United Kingdom and simultaneously assists the unemployment question. In this vessel alone, the good ship *Lien Shing*, I am informed that the cost of material ordered from Home amounts to nearly \$10,000.

SKILLED CHINESE MECHANICS.

We have in Hongkong a great number of skilled Chinese mechanics. The services of these workers were largely availed of at the time of the war, and they were despatched in large numbers to India and the Persian Gulf. These men are practically born in the trades they carry on. It is of the utmost importance that every encouragement should be given to improve the knowledge of native artisans, and the finest brains in the world are endeavouring to fill a more important part in the world's engineering activities. This can only be done by actual participation in practical shipbuilding, shipping repairs, and other engineering works of a similar nature, and I trust, therefore, that when one hears of contracts for increased tonnage being placed in the Far East, the contracting parties will not be accused of lack of patriotism.

In conclusion, I would say that the associations of the Indo-China with the Dock Co., and more particularly with your able General Manager, Mr. Dyer, have always been, and I hope always will be, of the most cordial nature. I would say that he and I at times have not always been able to see eye to eye (possibly on account of the Scotch temperament upon his side), but I have no hesitation in stating that in all matters where business discussions have been carried on, it has always been possible to introduce a spirit of compromise to the mutual benefit of the interests we represent, and with these remarks, ladies and gentlemen, I will ask you to honour the toast of the continued prosperity of the Hongkong and Whampoa Dock Co. (Applause.)

THE CHIEF MANAGER'S REPLY.

Mr. R. M. DYER, replying on behalf of the Dock Company, expressed thanks for the way in which the toast had been received. Mr. Sutherland, he said, had dealt with the Dock Company very fully. The Company wanted from shipowners a fair field and no favour, and he was certain that the work they could turn out would be able to compete with any in any part of the world. (Applause.) The company shortly afterwards dispersed.

READY TO-DAY.

THE DIRECTORY AND CHRONICLE

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Writing from Singapore, under date March 31st, 1922, Sir Godfrey Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says:—

Sir,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC.," which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

Yours faithfully,

The Managing-Director,
HONGKONG DAILY PRESS, LTD.,
HONGKONG.

GODFREY THOMAS,
(Private Secretary.)

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DOUBLE ROOM with private bath, for 2 persons, inclusive of meals, from.....\$400.00 per month.

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in mind
always!

The man who does not work for the love of work, but only for money is not likely to make money nor to find much fun in life.

Love your work better than anything else is a Golden rule to pave your career from

RAGS to RICHES.

Genius is one per cent. inspiration and ninety-nine per cent. perspiration, so work hard. Use your common sense, live a simple life, use the guide posts of ambition, resourcefulness, perseverance, self-confidence and courage. These are the stepping-stones to success of all the remarkable characters of the world who have climbed from

RAGS to RICHES.

LEAVING FOR HOME.

MR. D. K. BLAIR.

SERVICES RECOGNISED BY THE GOVERNMENT.

Mr. D. K. Blair, Secretary of the Hongkong General Chamber of Commerce, leaves for home on sick leave early next week by the s.s. *City of Penzance*. As announced at the recent meeting of the Chamber of Commerce, Mr. Blair is suffering from a break down in health, the strain of work, especially during the shipping strike, having told heavily on his health.

While regretting his departure for this reason, Mr. Blair's many friends will be pleased to learn that a few days ago he received a letter from the Colonial Secretary accompanied by a piece of plate—a silver salver—engraved with the Colony's emblem and suitably inscribed. The letter read:—

"I am directed by H.E. the Governor to request that you will accept the accompanying piece of plate as an indication of the appreciation of the Government of Hongkong of the services you have so willingly given to the Colony on various occasions."

Mr. Blair, who was perhaps best known apart from his official work as the Hon. Secretary of St. Andrew's Society, has also received a letter of thanks from the Committee of the Society on past services and an expression of hope for his speedy return to health. The Committee wrote:—

"As Secretary of the Society you have placed the organisation at a high water mark of efficiency, and your personal interest and able management have been outstanding features in our Scottish celebrations."

Mr. Blair has been associated with the Royal Hongkong Yacht Club for many years and was at one time the Hon. Secretary, whilst at the annual regattas he has been a tower of strength. His services to the Club were recognised last year when he was chosen to be Vice-Commodore and this year he was elected Commodore. Last night Mr. Blair was the recipient of a handsome silver cigar and cigarette box, the gift of prominent members of the Yacht Club, whose signatures are inscribed on the gift.

Mr. Blair has been for many years a Past Master of the Eastern Scotia Lodge and at present he holds the rank of Worshipful Senior Warden of the Grand Lodge of Scotland for Hongkong and South China. His services towards Freemasonry are to be recognised in the form of a presentation of a silver mallet and trowel from the Scottish Lodge.

Mr. Blair is a native of Irvine, Ayrshire. He came to the East 25 years ago to join the Eastern Extension Telegraph Co., and was in North China during the Boxer rising, where he helped to maintain telegraph services at Tientsin and Taku Forts. After a period in Shanghai Mr. Blair came to Hongkong and in 1911 he joined the staff of Messrs. Lowe, Bingham & Matthews, and was appointed Assistant Secretary of the Chamber of Commerce. Having acted as Secretary of the Chamber on many occasions, he was appointed Secretary in 1921. He is at present also Secretary of the Association of Exporters and Dealers of Hongkong. During the Seamen's strike he rendered yeoman service as Secretary of the Advisory Committee. He has also been Hon. Secretary of the Peak Hospital since that institution came under Government control and has done much towards placing the Hospital's finances on a sound basis.

Mr. Blair is a Justice of the Peace for Hongkong.

THE R.H.K.Y.C. AND THE S.S. "TREVESA."

A MEMBER'S APPRECIATION OF CREW'S MERITORIOUS CONDUCT.

A trophy, known as the *Trevessa* trophy, has been presented to the Royal Hongkong Yacht Club, for racing competition, by a member who wishes to retain anonymous in recognition of the meritorious conduct of the officers and crew of the s.s. *Trevessa* and with the object of fostering an interest amongst the Mercantile Marine in handling ships' boats.

Rules and Regulations governing the award of the trophy have just been published by the Hon. Secretary of the Club. The competition should be an extremely interesting one, as well as being highly instructive.

Two races are to be held each year, one in spring and the other in autumn. Any ship in Port on the day of the race, whose owners have offices in Hongkong, is eligible to enter a boat. The trophy is to be held at the offices of the Company owning the winning boat until the day before the next race.

Each ship is allowed to enter only one boat, which must be a standard life boat (with tanks) and fitted with standard equipment.

The first race for the *Trevessa* trophy is to be run on Wednesday, April 10th, at 4 p.m., over a course of: Start from Channel Rocks, Kowloon Rock (P), Bankhead off Yacht Club (S), Cust Rock (P), Anjanah at Yacht Club. The race is to start with masts shipped and sails down but on the signal to start sails must be hoisted. Each boat is to carry an Asiatic crew and one officer.

P.W.D. PROSECUTIONS.

A number of Chinese were prosecuted at the Magistracy, yesterday, before Mr. C. D. Melbourne, by the Public Works Department for failing to comply with notices to pull down dangerous portions of their property.

RIDING FLOORS TO BE REMOVED.

In one case Mr. A. E. Wright, the Building Authority, prosecuted the owner of No. 225, Queen's Road West, for failing to comply with such a notice.

The facts, as outlined by Mr. Wright, were that on the 21st July, last year, the Public Works Department discovered that the verandah and front wall of the house were distinctly dangerous. The Department had this shored up by a Government contractor, and at the same time a notice was served on the owner requiring him to demolish this portion of the house. There was some delay in the work being carried out, the reason being that for some eight or nine months the owner had been absent from the Colony and more particularly because of negotiations leading to the resumption by the Crown of the property.

Mr. Wright went on to point out that it was the policy of the Government that riding floors should be done away with; hence the negotiations. But even so this had nothing to do with the fact that the building was in a dangerous condition, and so should have been pulled down within the stipulated period. Mr. Wright asked for a nominal fine, pointing out that he hoped the negotiations he had referred to would reach a satisfactory conclusion. He asked that the dangerous portion be pulled down within three weeks.

It was suggested for the defence that, whilst not discrediting the Department concerned, the Government was trying to get the property at a small price. This was denied by Mr. Wright. The Magistrate made the order in accordance with Mr. Wright's request.

CONFLICTING POINTS IN ORDINANCES.

A POINT OVERLOOKED BY MANY ARCHITECTS.

Leung Man Hing was summoned for not complying with an order requiring him to demolish certain properties at No. 82 A and B, Stone Nullah Lane.

Mr. M. K. Lo, appearing for the defendant, said that the case could be disposed of at once. He did not think there was any disagreement as to the facts, but he desired to point out that in the Rents Ordinance it was stated that after the plans had been passed a certificate was to be issued, which meant that the building had to be pulled down within 3 months, but the tenant could not be given notice to quit until the owner had received this certificate. In the Public Health and Buildings Ordinance it was stated that if the work had been begun within three months they were entitled to give notice of this to the P.W.D. on the form in schedule "K." This form entitled the applicant to extend tenancy for a period of seven days more.

Mr. Lo went on to say that the Public Health and Buildings Ordinance and the Rents Ordinance were in conflict. The latter ordered the defendant to quit after three months, whereas the Public Health and Buildings Ordinance stated that demolition should be commenced within three months. Schedule "K" was supposed to cover this, but that was a point which had been overlooked by many architects.

Mr. Lo submitted that the question resolved itself into a purely technical one, and added that indulgence was often granted to tenants who were unable to quit after the stipulated notice. He pointed out that a similar case came up before Mr. Hamilton the other day when the defendant was fined \$10. Mr. Lo submitted that a similar fine should be imposed in this case.

The Magistrate imposed a fine of \$10.

UNABLE TO FIND NEW QUARTERS.

A Chinese woman, who represented the owner in a case, in which he was summoned for not pulling down the flank wall of his house, told the Magistrate that they had been unable to find new quarters and consequently they had appealed to the Secretary for Chinese Affairs for assistance.

Mr. Grimes, of the Public Works Department, said that it was not necessary for the tenants to quit; all they had to do was to put up a new flank wall outside the wall which had to come down. He pointed out that some time ago plans were drawn out for the house to be re-erected, but the time allowed for the commencement of operations had expired and the work of pulling down the flank wall, as originally decided, would have to be proceeded with. That had not been done.

The Magistrate made an order for the wall to be pulled down within three weeks.

AFTER THE SETTLEMENT.

Ice House Street has managed completely to survive the March Settlement, and yesterday business went on without excitement. There were, as already remarked, a few failures, but the sums involved were not in any instance nearly so large as at first stated. Among the defaulters were two clerks employed by local commercial houses. When, less than a week ago, it was discovered that they had disappeared, startling stories of the magnitude of their commitments gained circulation. It is now known that these stories were much exaggerated.

THE HOUSE OF DETENTION.

AN ABSENTEE WHO RETURNED WHEN HUNGRY.

"This man is making a regular habit of absconding himself, and he only returns to the House of Detention when he feels hungry," said Chief Warden West at the Magistracy, yesterday, in a case in which he prosecuted a German, named Basil Retich, for absconding himself from the House of Detention without permission.

The defendant, it appears, was allowed out at 12 noon and should have returned at 4 p.m. but he did not return until 9 p.m. The Chief Warden said defendant had frequently absconded himself. The Superintendent of the Gaol had taken pity on him and had not prosecuted, but, though warned, Retich continued to abscond himself and quite recently he had been brought before Mr. Hamilton, who let him off with a caution. He again absconded himself after this warning and he was again brought before Mr. Hamilton who sent him to prison for one month.

The defendant said that he went to Kowloon to search for work but could not get it. A German steamer was expected in during the afternoon and he waited for her to arrive until late in the evening.

The Magistrate said he would let the defendant off as lightly as he could and ordered him to be sent to gaol for seven days.

THREATENED POLLUTION OF WATER SUPPLY.

GRAVE DUG IN THE WATER SHED.

Mr. Dillon, of the P.W.D., prosecuted a Chinese of No. 34, Shaokwan Road, yesterday, for digging a grave right in the course of the water supply to Messrs. Butterfield and Swire's sugar refinery at a point just below the rifle range.

The defendant denied that the grave was a new one. It had been there, he said, for 17 or 18 years, and the work he had ordered to be done there was only in the nature of repairs.

Mr. C. R. M. Young, Messrs. Butterfield and Swire's architect, said that the grave had been dug in the water shed just above some new buildings on the hillside. He wrote to the Public Works Department and investigations showed that the grave had been freshly made.

The defendant said that he had a permit from the Sanitary Board, but Mr. Dillon pointed out that this was not a permit but only an application for a permit. When he visited the spot he found that there was no burial urn there which proved that the grave had not been there for 17 years.

His Worship told the defendant he was liable to a fine of \$250 and ordered him to fill up the grave within 24 hours. In addition he imposed a fine of \$1 with the alternative of three days' imprisonment.

THE DEATH PENALTY FOR PIRATES.

The *Chunton Gazette* of yesterday says: (Governor Yang has sent a deputy to Heungshan district to attend the final trial of more than thirty pirates, who were captured by the gunboat *Pak Tau* near Chinsan, and has given orders to the deputy that if sufficient proof to convict these prisoners is found, they are to be immediately executed.

These pirates, it is reported, committed many previous piracies. Several are women, the wives of pirates. After the capture by the gunboat, they were sent to the Heungshan district gaoi by the commander of the gunboat and a preliminary trial took place before the district magistrate of Heungshan.

MACAO NOTES.

[FROM OUR OWN CORRESPONDENT.]

THE GOVERNOR'S FULFILLMENT. I understand that His Excellency Dr. Rodrigo Rodrigues, Governor of Macao, is proceeding on leave to Lisbon, very shortly, but that his family will remain in Macao. His Excellency is very anxious to secure for Macao many much-needed advantages and during his sojourn in Lisbon will doubtless discuss these matters with the Secretary of State for the Colonies. During His Excellency's absence, Colonel J. A. Santos, Commander of the Forces in Macao, will act as Governor.

MACAO MAILS.

For some time most mails for Portugal have been sent via London, but a regular service of mails direct to Lisbon in 25 days has been organized.

FATAL ACCIDENT.

Two employees of the Pao Cheong Bank fell from the second floor of the bank premises through a wooden frame which had become rotted. Both employees were killed.

The first experiment of execution by lethal gas was carried out in Carson City, Nevada, a Chinaman sentenced to death for murder being the victim. Officials watched his end through glass windows in the chamber. Physicians declare that the criminal was unconscious in thirty seconds. Two hours and three-quarters after the spray of liquid hydrocyanic acid was turned on, the murderer was pronounced dead.

SPORT.

TENNIS TOURNAMENT.

HO KA LAU GIVES HONDA A GOOD GAME.

Ho Ka Lau is to be congratulated on the splendid game he played yesterday against T. Honda, the Japanese player. He was beaten by three sets to one, but throughout the match he made Honda go all the way. There was some very hard hitting, both players driving strongly. Ho realised that his only hope lay in playing on to Honda's backhand and this he did with repeated success. In this way he secured most of his points. Honda now goes into the fourth round and if Ng See Kwong, who is down to play N. Trambitsky to-day, wins, as he is almost sure to, Honda and he will meet in the fourth round.

In the Club Championship L. Forster and R. J. Saunders had a keen tussle which was unfinished at 5-5 all in the fourth set. The match is to be re-played.

Results:—
OPEN SINGLES.—T. Honda beat Ho Ka Lau, 6-1, 6-2, 3-6, 6-1.

CLUB CHAMPIONSHIP.—R. M. Henderson beat W. B. Cornaby, 6-3, 6-3, 6-6, 6-3; L. Forster v. R. J. Saunders, 2-6, 6-4, 6-4, 5-5 (unfinished).

HANDICAP DOUBLES.—S. E. and D. S. Green (—4/8) beat Bondley and Jilling, 6-4, 7-5; C. C. Stark and H. D. Humphreys beat B. A. Hill and W. Hattersley Smith, 6-3, 6-3.

MIXED DOUBLES.—H. Owen Hughes and Miss Calvert beat Mr. and Mrs. Spencer, 6-0, 6-1.

HANDICAP SINGLES "B."—Armstrong beat Phillips, 6-0, 7-3, 6-4; Denman beat Nikkels, 6-2, 6-3.

TODAY'S MATCHES.

OPEN SINGLES.—Ng See Kwong v. S. Trambitsky.

HANDICAP DOUBLES.—S. E. and D. S. Green (—4/8) v. A. D. Humphreys and C. C. Stark (—2/6).

OPEN BILLIARDS CHAMPIONSHIP OF THE COLONY.

E. D. DA ROZA BEATS T. T. YIK.

The contest for the Open Billiards Championship of the Colony was advanced a stage further last night when E. D. da Roza defeated T. T. Yik by 222 points in a game of 500 up. The highest break (57) was made by da Roza, Yik's biggest score at one visit being 28.

CRICKET.

H.K.C.C. 1st XI. v. EAST SURREYS.

The following team will represent the H.K.C.C. 1st XI. v. the East Surrey Regt. on Saturday at 2.15 p.m.:—E. J. R. Mitchell (capt.), Col. T. A. Robertson, Col. E. D. Matthews, R. E. J. Webster, H. Owen Hughes, Rev. T. B. Powell, G. R. More, A. C. T. Bowker, D. R. Wahl, J. P. Bridger and J. A. H. Plummer.

K.C.C. 1st XI. v. NAVY.

In this friendly match at Kowloon on Saturday next at 2.15 p.m., the home eleven will consist of R. E. Lindell (capt.), A. W. Ramsay, R. Pestonji, S. Jex, F. W. Howell, E. Dowhurst, L. A. R. Duncan, A. R. F. Raven, A. O. Brawo, H. Overy, and J. Fraser.

CIVIL SERVICE 1st XI. v. R.G.A.

The following will represent this Club on Saturday at 2.15 p.m., in the above friendly match:—A. E. Wood (capt.), R. E. O. Bird, J. H. B. Nihil, E. W. Hamilton, B. D. Evans, F. J. Ling, F. Baker, F. H. Holdman, W. H. Edmonds, R. C. Wilchell, and A. MacLaren.

H.K.C.C. 2nd XI. v. NAVY 2nd XI.

The following will represent the Hongkong C.C. 2nd XI. v. The Navy 2nd XI. on Saturday at 2.15 p.m.:—L. D. McNeill (capt.), D. Reid, O. R. Baron, D. E. G. Nicholson, M. E. F. Airey, E. M. Macpherson, A. Stevens, J. E. Hancock, J. N. Owen, A. K. Mackenzie and M. M. Watson.

EWO v. TAIKOO.

The following team will represent "Ewo" in a cricket match against "Taikoo" to be played on Saturday next at 2.15 p.m. on the C.R.C. ground at Causeway Bay:—G. H. Piery (capt.), D. G. M. Bernard, W. B. Cornaby, W. Brackenridge, W. Galloway, G. H. Gompertz, H. E. Hollands, W. D. Jamie, R. E. Macdonnell, W. W. Mackenzie and N. L. H. Railton.

BASKET BALL.

HONGKONG OPEN LEAGUE TABLE.

	P.	W.	L.	P.
Railroad R.C.	5	5	0	5
Queen's College	4	4	0	4
St. Paul's College	4	3	1	3
Y.M.C.A.	5	2	3	2
Kowloon British				
S.O.B.	6	2	4	2
South China A.A.	5	1	4	1
H.K. University	5	0	5	0

Games between Queen's College v. St. Paul's College and Y.M.C.A. v. South China A.A. will be played on the Y.M.C.A. floor on Friday evening at 7.15 and 8.15 p.m.

SUMMER UNDERWEAR for MEN



COOLNESS WITHOUT CHILL.

ON REALLY HOT DAYS, WHEN THE COOLEST OF COOL DRINKS FAIL, AERTEX WILL KEEP YOU FRESH AND COOL.



WEAR

AERTEX UNDERWEAR.

WARMTH WITHOUT DISCOMFORT—
COOLNESS WITHOUT CHILL.

TENNIS SHIRTS	7.50	AND	9.50
DAY SHIRTS	6.00	"	7.50
UNDER-SHIRTS	6.00	"	3.50
TRUNK DRAWERS	6.00	"	3.50
COMBINATIONS	—		10.50

SIZES TO FIT THE SMALLEST AND LARGEST MAN.

AGENTS FOR—

AERTEX UNDERWEAR

LANE, CRAWFORD, LTD.

PURE FRUIT ESSENCE

MAKES REFRESHING SUMMER DRINKS

35 cents will make 35 ozs. Syrup

BANANA
PINEAPPLE
RASPBERRIES
POMEGRANATE
MANDARINE

LEMON
CHERRY
STRAWBERRY
APRICOTS
ORANGEADE

THE CHINA DISPENSARY

82, QUEEN'S ROAD, CENTRAL, HONGKONG.

ENGLISH RECORDS

(COLUMBIA NEW-PROCESS)

L1133	(BETHOVEN TRIO No. 8 VIOLIN, 'CELLO & PIANO)
L1169	(SAINT-SAENS TRIO IN F.)
L1343	(MENDELSSOHN TRIO)
L1385	(VILANELLE FROM SONATA IN G.)

ANDERSON'S.



TELEPHONE C. 3146.

New Season's Shipment of

SUMMER UNDERWEAR.

Including a fine Light-weight Mesh in Cream Cotton—a soft non-irritable fabric at a very inexpensive price. Stocked in all sizes:—

VESTS or DRAWERS	\$2.75
VESTS	1.75
"B.V.D." DRAWERS	1.95
UNION SUITS	3.50
LIBLE THREAD Vests or Drawers	from	2.75
"AERTEX" CELLULAR in COTTON or FINE LISLE	from	\$3.75

Wm. POWELL, Ltd. Specialists in Gentlemen's Wear

HONGKONG HOTEL BUILDING.

INTIMATIONS

DIRECTORY AND CHRONICLE
FOR
CHINA, JAPAN, ETC.,
1924 EDITION.

THE First 300 Copies of the Hongkong issue of "THE CHRONICLE AND DIRECTORY" for CHINA, JAPAN, ETC., 1924 are NOW READY.
It will expedite delivery if those Subscribers who can do so will send for their Copies to the Town Office of "The Hongkong Daily Press," 1A, Chater Road (3rd floor) at Any Time after 9 A.M. TO-DAY.

ASSOCIATION OF EXPORTERS AND
DEALERS OF HONGKONG

THE ANNUAL MEETING of the MEMBERS of the ASSOCIATION OF EXPORTERS AND DEALERS OF HONGKONG will be held on FRIDAY, MARCH 29th, 1924, at 4 o'clock precisely, in the CHAMBERS ROOM, CHAMBERS BANK BUILDING, for the following purposes:—

1. To receive the Report and Accounts of the Committee for year ended 31st December, 1923.
2. To elect a New Committee.
3. To transact any General Business.

By Order,

D. K. BLAIR,

Secretary.

Hongkong, 26th March, 1924.

BILLIARDS.

HO KONG TONG CUES.

THE ENTERPRISE of the HO KONG TONG BILLIARD HANDICAP to be held at the PALACE HOTEL, has been POSTPONED until JULY, 1924, to enable the Championship Competitions to be completed.

PUBLIC DINNER

MR WILLIAM REES DAVIES, K.C.

IT is proposed that a DINNER should be given by the HONGKONG COMMUNITY in honour of the Departing CHIEF JUSTICE at the HONGKONG HOTEL, on SATURDAY, 12th APRIL, at 8 P.M.
Gentlemen wishing to be present should notify on or before 5th APRIL, their intention to COLOMAN ROBERTSON, HONGKONG CLUB, who will supply all Particulars.
Hongkong, 22nd March, 1924.

POSITION VACANT.

WANTED by an Old Established British Firm in Outport, Reliable YOUNG MAN (British) with at least Three Years' General Business Experience. One conversant with Accounting, Shipping, and Insurance preferred. Applicants must apply in own handwriting, stating Previous Experience and enclosing Copies of any Recommendations they have. (Good Opening for the Night Man.)
Apply to Box No. 547,
c/o Hongkong Daily Press.

MAN Thoroughly Recommended Good Baby AMAL, free Middle of April.
Mrs. J. H. SCOTT,
No. 9, Braconne Towers,
May Road.

TO LET.

BRIGHT LARGE OFFICE ROOMS,
Strong Room with Patent Bank Door,
Ground Floor, 8, DUNDRELL STREET.
Apply to—
MR. WONG KWONG TIN,
26, Des Voeux Road Central.
Telephone 3899.

TO LET

FURNISHED HOUSE, in Good Position at Peak, Hot and Cold Baths. From Middle April to September.
Apply Box No. 489,
c/o Hongkong Daily Press.

PUBLIC AUCTION.

THE Underigned have received instructions from the Owners and Underwriters to Sell by Public Auction

on
TUESDAY, the 1st APRIL, 1924,
at Noon
at their Sales Room, DUNDRELL ST.,
HONGKONG.

THE BRITISH RIVER STEAMER
"HEUNG SHAN"

as she now lies in her present condition in the Canton River, beached opposite Larkins Point (Kellott Reach)
Blenheim Passage

Terra—Cash on Fall of Hammer when the Vessel will be at Purchaser's Risk.
LAMBERT BROS.,
Auctioneers.

P. & O. S. N. CO.

STEAMER FOR
STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT
MEDITERRANEAN PORTS
& LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Constantinople, America, and South African Ports.

THE Steamship "SICILIA," Captain H. C. Davis, carrying His Majesty's Mails, will be despatched from this Port on or about FRIDAY, 29th MARCH, 1924, at Noon, taking Passengers and Cargo for the above Ports.
Bills and Valuable and New for Italy, France and London (returning) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.
Passes will be received at this Office until Noon, the day before sailing. The contents and value of all packages are required.
For further particulars apply to—
MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, 25th March, 1924.

INTIMATIONS

ROYAL ARTILLERY ATHLETIC
MEETING.

U.S.R.C. GROUND, KOWLOON.

LEUT. COLONEL W. O. S. SANDERS and the OFFICERS, Royal Artillery, Hongkong, will be AT HOME to say of their Friends between 3 and 6 P.M., FRIDAY, MARCH 29th, 1924.
Hongkong, March 24th, 1924.

R. A. ATHLETIC MEETING.

29th MARCH, 1924.

U.S.R.C. GROUND, KOWLOON.

AT the above Meeting there will be A MILE RACE Open to the Services and all British Residents in the Colony.
The Race is fixed for 3.30 P.M.
Hongkong, 24th March, 1924.

THE EAST ASIATIC CO., LTD.,
COPENHAGEN.

THE M/S

"SIAM"

having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the Godowns and/or extra Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd of April, 1924, will be subject to rent.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined by Messrs. Goddard & Douglas on the 2nd April, 1924, at 10 a.m.
All Claims against the vessel must be presented to the Underigned before the 5th of April, 1924, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JOHN MANNERS & CO., LTD., Agents.

Hongkong, 25th March, 1924.

R. S. "ANGKOR"

SERVICES CONTRACTUELS DES
MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from MARSEILLE, LES, &c., in connection with above Steamer are hereby informed that their Goods are being landed and placed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., where delivery may be obtained immediately after landing.
Bills of Lading will be countersigned by the Underigned. Goods remaining undelivered after the 31st instant, at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 4th April, 1924, or they will not be recognized.
All damaged packages will be examined on Saturday, the 29th instant, at 10 a.m., by Messrs. Goddard & Douglas.
No Fire Insurance has been effected.
R. BODENFUESS,
Acting Agent.

Hongkong, 24th March, 1924.

RICKMERS LINE.

NOTICE TO CONSIGNEES.

FROM HAMBURG AND ANTWERP.

THE Steamship

"NAZARENO" having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., where delivery may be obtained immediately after landing.
Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on 29th inst. at 10 a.m.
All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst. will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading can be countersigned.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by NALANCOSE VENKOTCHIAI,
CARL BODIKER & CO.,
HAMBURG-ANTWERP (LTD.),
Agents, Rickmers Line.

Hongkong, 24th March, 1924.

BOWERN & CO.,

No. 8, MURKIN ROAD,
SHANGHAI.

Members British Chamber of Commerce (Shanghai). Mr. T. W. BOWERN, Fellow of the Institute of Chartered Shipbrokers, Incorporated by Royal Charter, London.
BRANCH AGENTS AND SUPERVISORS
For the Purchase, Sale and Charter of Vessels of any Tonnage, Passenger and/or Cargo, New and/or Old, with delivery China at Very Low Prices.
SALVAGE OPERATIONS, MARINE SURVEYORS, AUCTIONEERS, COAL MERCHANTS.
FREIGHT BROKERS, METAL MERCHANTS, Machinery For Sale, New and Old in First Class Condition.
IMPORTERS AND EXPORTERS, SHIP-BROKERS (Members Shanghai Share-Brokers Association).

SOLE AGENTS FOR CHINA—
GREEN'S PATENT ANCHORS,
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High-Class Steel Manufacturers (Kais Brand).

Catalogues and Price-Lists on application.
(Enquiries Welcome)

CABLE ADDRESS: BOWERN, Shanghai.
CODES: Bentley's, Scott's A.R.C.
5th Edition and Improved.

INTIMATIONS

NOTICE.

THE THIRD ANNUAL GENERAL MEETING of the "BRITISH LEGION" will be held in the Board Room of Messrs. JARDINE, MATHESON & CO., LTD., on THURSDAY, 27th MARCH, 1924, at 5.30 P.M., for the purpose of receiving the REPORT and ACCOUNTS for the Year 1923, and of electing OFFICERS and other MEMBERS of the COMMITTEE for the ensuing year, and of appointing HONORARY AUDITORS, and of dealing with any other Business.
By Order of the General Committee,
R. E. CAULE,
Hon. Secretary.

HONGKONG JOCKEY CLUB.

EXTRA RACE MEETING 1924.

MEMBERS' SEASON TICKETS are now Ready and may be obtained by those Members who have not already received them from Messrs. LESTER & DAVIS, Alexandra Buildings.
C. B. BROWN,
Secretary.

HONGKONG JOCKEY CLUB.

THE FIRST EXTRA RACE MEETING will be held (weather permitting) at HAPPY VALLEY on SATURDAY, 29th MARCH, 1924, commencing at 3 P.M.
The Charge for Admission to the Public Enclosure will be \$1. Soldiers and Sailors in Uniform, Half Price.
Non-members are advised that they must show their Season Tickets to obtain Admission to the Members' Enclosure.
Each Member has the right of introducing 3 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LESTER & DAVIS at \$5 each up to FRIDAY, MARCH 29th.
The Stewards invite the Ladies of Hongkong to be present.

CHINA SUGAR REFINING CO.

THE FORTY-SIXTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Office of the General Agents, PRUDER STREET, on MONDAY, the 31st MARCH, 1924, at 11.00 A.M., for the purpose of receiving the Report and Statement of Accounts for the Year ending 31st December, 1923.

THE TRANSFER BOOKS of the Company will be CLOSED from the 17th to 31st March, 1924, both days inclusive.
JARDINE, MATHESON & CO., LTD.,
General Agents.

INSTITUTION OF ELECTRICAL
ENGINEERS (CHINA CENTRE).

FOLLOWING upon the Organization to the above Centre, Members of any Grade of the Institution, resident in China, who have not received Communications concerning the Centre are requested to communicate with—
C. S. TAYLOR,
Hon. Secretary,
17, Poochow Road, SHANGHAI.

THE HONGKONG FIRE INSURANCE
CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FIFTY-FIFTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the Underigned on THURSDAY, the 27th MARCH, 1924, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the Year ended the 31st December, 1923.
The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 17th to the 29th March, 1924, both days inclusive.
JARDINE, MATHESON & CO., LTD.,
General Managers,
Hongkong, March 24th, 1924.

INSURANCE.

A Leading British Insurance Company is transacting Fire, Life, Marine, Accident and Motor Insurance is Open to receive Applications from Leading Firms desirous of representing a Large and Influential Company in Hongkong and South China.
Communications should be addressed to Box No. 541, care of Hongkong Daily Press.

HONGKONG PHILHARMONIC
SOCIETY.

GRAND CONCERT

Under the Patronage of H.E. THE GOVERNOR

by the

SOCIETY'S CHORUS AND ORCHESTRA

THEATRE ROYAL.

SATURDAY, 29th MARCH, 1924, AT 9.15 P.M.

Booking Opens on 17th MARCH at ANDERSON Music Co.

PRICES:—\$2, \$3, \$1.

TO-DAY,

AT

2.30, 5.15, 7.15 AND 9.15 P.M.

REX BEACH'S

FAMOUS DRAMA

"FAIR LADY."

WITH

BETTY BLYTH, GLADYS HULETTE

ROBERT ELLIOTT & THURSTON HALL.

THE CORONET.

INTIMATIONS

WATSON'S

PURE CARBOLIC
SOAPS

Highly recommended by the
Medical Profession.

Guaranteed to contain the
amount of Pure Carbolic
acid specified.

5 per cent.

For Toilet Use

Price—\$1.25 per box 3 Cakes

10 per cent.

For The Bath

\$2.25 per box of 3 Cakes.

20 per cent.

Medical Bath Soap

85 cts. per Cake.

You will enjoy a most refreshing
and luxurious bath by using

WATSON'S

Household AMMONIA.

A. S. WATSON &
CO., LTD.

THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

Hongkong Office: 14, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

Hongkong, March 27th, 1924.

CANTON HARBOUR AND
ITS APPROACHES.

MANY readers may remember that, three or four years ago, Dr. SUN YAT SEN, in an introductory note to one of the sections of his programme for the international development of China, made the astonishing assertion that the authorities of Hongkong had "done their utmost to hinder every move to restore Canton as a seaport and had tried to nip every scheme in the bud." As we showed at the time, there is not, and never was, the slightest foundation for that impression. On the contrary, it is due to the persistent agitation of the authorities in this Colony—or rather to that of the Hongkong General Chamber of Commerce and the China Association—that the barriers, which for so many years blocked the access of ships to Canton, were eventually removed. Dr. Sun's views on the subject, we believe, have changed within the past three years, but two things have occurred within the past few weeks which recall to our mind Dr. Sun's introductory note to his scheme for the development of Canton into a "world port." One is the recent representation by the British Chambers of Commerce relating to the unsatisfactory condition of Canton Harbour and the approaches to it, and urging that "immediate action should be taken particularly as regards the siltage at Tamei Barrier." In the speech made by Mr. STUTT, in submitting a resolution to this effect on behalf of the Canton Chamber at the recent annual conference of the Associated British Chambers of Commerce, it was mentioned that a number of steamers had gone aground at this point. "The handicap to trade," Mr. STUTT said, "was of such

a nature that the British Chamber of Commerce at Canton has, in recent months, made repeated representations in several quarters with no effect." The Hongkong Chamber cordially supported this representation by the Canton Chamber, and, "having regard to general and political conditions" prevailing at Canton just now, which make it hopeless to expect that the authorities will pledge themselves to an expenditure of three lakhs of dollars, which the work needing to be done is estimated to cost, the Hongkong Chamber put forward a practical suggestion whereby some relief can be afforded at the nominal cost of about forty thousand dollars. We draw attention to this as one more evidence of the desire of Hongkong to see Canton advance towards the ideal of "a world port."

Following closely on this we have received from the Board of Conservancy Works of Kwangtung, particulars and plans of a project formulated by the Board for the improvement of the Front Reach between Shamcen and Whampoa Barrier. This is a scheme which involves an expenditure of \$9,670,000; but it is anticipated that no less than \$7,164,000 could be recovered by the sale of land reclaimed. The project provides for extensive dredging and rock cutting in the channel to a depth of fifteen English feet below lowest low water level, together with the reclamation and bunding of the shores, and the construction of a bridge across the river to Honam. The Engineer-in-Chief (Mr. G. W. OLIVER) divides his scheme into two sections: (a) improvements within harbour limits; (b) improvements beyond the harbour limits. In its present condition, he says, the Front Reach is not navigable at low water for craft drawing more than eight feet. The Front Reach, as far as Whampoa Barrier, is at present, and will always be, he says, an important part of the harbour, and ought, therefore, to be made accessible for ships of the same draft as those which pass the Back Reach. Mr. T. K. TONG, the Director-General of the Conservancy Board, in an introductory note, points out that the present procedure at Canton for moving cargo to and from ships by means of lighters involves both loss of time and money. "If in the future, Canton is to hold its position as the largest trade mart for imports and exports in South China," he says, "it will be necessary to develop the harbour along modern lines." He trusts that the people of Canton will appreciate the advantages to be derived from a modern harbour and give the proposal now put forward favourable consideration.

Certainly, the Board of Conservancy Works has rendered an important service by working out these schemes in detail, but the eternal question is: Where is the money to undertake them to be obtained? Dr. Sun's main concern at the present time is to find the great sums he needs to meet his current military expenses, but we may well recall that Dr. Sun three years ago, ascribed the loss of Canton's position as a seaport entirely to "the ignorance of the Chinese people, who never made any combined effort to improve the welfare of the country, and also to the corrupt government and officials of the Manchurian dynasty." The Republic has been established thirteen years now, and it cannot be said that much evidence has been afforded that the deposition of "the Monarchy has resulted in the improvement of Canton's prestige as a seaport. Not until peace is firmly established in the province, and the Government is able to guarantee the funds for undertakings such as are proposed by the Board of Conservancy Works will the people generally be able to recognize the blessings of Republican Government as they are envisaged in the mind of Dr. Sun YAT SEN.

The Chief Officer of the s.s. President Wilson has handed over to the Water Police 870 rounds of ammunition found on board.
Early this morning a member of the crew of a sailing junk fell overboard near Kellott Island and was drowned. The body has not been recovered.
Captain Walker, master of the s.s. Kwong Tung, was fined \$250 at the Marine Magistrate yesterday on a charge of working cargo on a Sunday without a permit.
A new treaty has just been concluded between Japan and Siam. It is rumoured at Bangkok that a new treaty of commerce between Germany and Siam has been arranged.

Colonel C. Russell-Brown, B.S.O., has taken over the duties of Chief Engineer of the Forces in China from Colonel W. Davy, C.M.G.

Captain J. Macready, D.S.O., Bedford and Herts Regiment, has been appointed D.A.A. and Q.M.G. to the China Command since Lt.-Col. Colonel Nicholson, C.M.G., D.S.O., the Suffolk Regiment.

Mr. R. E. Lindsell, the first Police Magistrate, was indisposed yesterday and unable to occupy his seat on the Bench. His place was taken by Mr. J. A. Fraser. Mr. E. W. Hamilton is also on the sick list and his duties at the Central Magistracy are being filled by Mr. C. D. Melbourne.

Dr. C. C. Wu, the Secretary for Foreign Affairs at Canton, is now at Mukden representing Dr. Sun Yat Sen at the birthday celebrations of Marshal Chang Tso Lin. It is reported that he is discussing a "triangular alliance" with the Marshal. Dr. Wu has visited Harbin for the purpose of studying Sino-Russian questions.

After spirited bidding yesterday afternoon at Lammet Bros. auction rooms the leasehold property known as "Oaklands," situated upon Inland Lot No. 2182, was knocked down at \$315,000, which sum represents about \$10.80 per square foot. Bidding commenced at \$140,000, went to \$150,000, and then steadily by \$10,000's to \$310,000.

Yesterday at 7.30 a.m. a Requiem Mass was conducted in the Cathedral of the Immaculate Conception for the repose of the late Bishop D. Pozzoni, Father Bobba, Director of the Hoiphung District, conducted the service assisted by the Clergy. The High Mass was followed by a sermon in Portuguese, delivered by Father A. Bianchi who spoke on the life and virtue of the late Bishop.

In the Summary Court to-morrow, before the Puisne Judge (Mr. Justice Gompertz) the case will be continued in which A. Ling and Co., of 18, Queen's Road Central, are suing the China-American Industrial and Development Company, Ltd., of 51, Queen's Road Central, for the sum of \$480, being the price of two mirrors. Mr. T. C. Bennett, who is appearing for plaintiffs, said at the last hearing (on Tuesday) that the mirrors were ordered by defendants and delivered at the Repulse Bay Hotel. It subsequently appeared that the Hotel were dissatisfied with the mirrors, and defendants told plaintiffs that as the Hotel would not pay for them, defendants were unable to pay plaintiffs. Mr. R. E. A. Webster is appearing for defendants.

ROUND THE WORLD
TOURISTS.

ANOTHER LARGE PARTY ARRIVE.

The United States Lines steamer *Resolute*, with 274 passengers of the Raymond & Whitcomb "Round The World Special Cruise" on board, arrived in port yesterday morning at 7 a.m. and is docked at Kowloon Wharf.

Practically all the tourists are American, though a few of other nationalities are included. A large percentage of them are over 60 years of age; there are several whose ages are given as 70 and two are 75 years of age. The youngest passenger is a girl of 17. They have been favoured on their visit to Hongkong with beautiful weather and evidently enjoyed the tours locally arranged for them yesterday.

The *Resolute* will sail at 6 p.m. on Saturday for Shanghai, Kobe, Yokohama, South Sea Islands, Panama Canal, Havana, and New York.

The Pacific Mail Co. is the ship's agents in Hongkong.

OVERLOADED SAMPAN
CAPSIZED.MOTHER AND DAUGHTER
DROWNED.

A sampan, overloaded with pine branches and firewood, and in addition carrying a boatman and five women, capsized in Taitam Bay on Tuesday. The boatman, who lived at Shatin Village, and one of the women managed to swim ashore. "Two others were rescued by farmers, who put out from shore in sampans, but a woman and her daughter, aged 15 years, were drowned. Their bodies were recovered late on Tuesday night.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

FRENCH PREMIER RESIGNS.
FOLLOWING DEFEAT IN CHAMBER
OF DEPUTIES.

Paris, March 25th.

Following his defeat in the Chamber of Deputies on the question of a reduction in pensions, M. Poincaré tendered his resignation.

EARLIER CABLES.

LONDON TRAFFIC DEADLOCK.
EMPLOYERS' OFFER REFUSED BY
UNION LEADERS.

London, March 25th.

A deadlock arose at today's tramway negotiations and the strike will continue.

LATER.

The breakdown in the negotiations in the tramway dispute followed an offer by the employers of an increase of 5/ weekly, the remaining 3/ to be left to arbitration, which the union leaders refused.

Both sides agreed to attend a conference if called by the Ministry of Labour when the Government thinks it opportune.

IRISH SITUATION EASIER.
MR. MCGRATH POSTPONES HIS
RESIGNATION.

London, March 25th.

The bewildering political situation in Ireland resulting from the army crisis was somewhat relieved to-day by the announcement that Mr. McGrath and five others had postponed their resignation from the Dail, and that other Deputies, who had also threatened to resign were doing likewise.

The threat of resignation was made as a protest against the Government's alleged breach of an undertaking given to Mr. McGrath that the deserted officers who had surrendered would be reinstated and the incident closed.

SOVIET REVENGE ON
TURKS.

Riga, March 25th.

The local Press reports that the Khan of Khiva's son and twelve of the Khan's followers were shot at the Moscow concentration camp in reprisal for the shooting of Bolshevik Commissars by the Turkmen chieftain Junaid Khan during the latter's recent attack on Khiva.

INTERNATIONAL OPIUM
CONVENTION.

ADOPTION BY SWITZERLAND.

Bern, March 25th.

The National Council adopted the International Opium Convention.

KHARAKHOTA EXPEDITION.
RUSSIAN EXPLORER RETURNS
THROUGH ILLNESS.

Riga, March 25th.

The Russian explorer Kozlov is returning from Kharakhota on account of illness. A Soviet newspaper states that British explorers intend to carry out the expedition to Kharakhota this year.

MANCHESTER SPINNERS OF
U.S. COTTON.RESTRICTED HOURS BRING IM-
PROVED CONDITIONS.

London, March 25th.

The Federation of Master Cotton Spinners reported at Manchester that in conformity with the resolutions adopted all but one per cent of the mills spinning American cotton had restricted their working hours to 26½ weekly.

The change has effected a wholesome improvement in the condition of the industry.

LATEST CABLES.

HOME COAL DEADLOCK.

London, March 25th.

The coal-owners have declined an increase of their offer, thus creating a deadlock. The conferences last night failed to advance matters towards a settlement. It is understood that the establishment of a Court of Inquiry is now a possibility.

BRITISH WORLD FLIERS.
HOPE TO MEET AMERICAN RIVALS
IN JAPAN.

London, March 25th.

The MacLaren world fliers, left Calcutta at noon on the flying-boat *Vulture*.

A large crowd witnessed the start.

LATER.

His Majesty King George telegraphed wishing the three aviators success.

Mrs. MacLaren and her two children took farewell of her husband.

Lord Thomson, in bidding farewell to the aviators, said that they were all proud of them. They knew that only superhuman obstacles would prevent their success.

Loud cheers greeted the start of the fliers, who think they may meet the American world fliers somewhere in the region of Tokyo.

LEADER DESCENDS IN FRANCE.

LATER.

Squadron Leader A. S. C. MacLaren, who started his flight round the world in the flying-boat *Vulture*, was compelled to descend during the first lap owing to fog near Havre.

LATEST CABLES.
[REUTER'S AMERICAN SERVICE.]

CHESS CHAMPIONSHIP.

New York, March 25th.

Doctor Lasker defeated Maroczy, Reti defeated Edward Lasker and Jateowski beat Bogoljubow.

DR. LASKER LEADING.

LATER.

By defeating Maroczy Doctor Lasker has assumed the lead in the Chess Tournament with 4½ games won and 2½ lost. Reti and Alekhine follow, each with four games won and two lost.

GIBBONS TO FIGHT
CARPENTIER.

Chicago, March 25th.

Tom Gibbons and Carpentier have been matched for a ten round no-decision contest at Michigan or Indiana on July 4th.

EARLIER CABLES.

SMALL NAVIES MOVEMENT.
U.S. STATE DEPARTMENT ISSUES
DENIAL.

Washington, March 25th.

In connection with the despatches from Tokyo reporting that Admiral Murkan, Minister of the Navy, approved in principle of the "American suggestions" for further reductions in naval armaments, the State Department denies that any suggestion has been made beyond the action of the House of Representatives in inserting an amendment in the Naval Appropriation Bill asking President Coolidge to call an international conference for a further limitation in naval armaments.

Officials at the White House added that no enquiry had been made of other Governments relative to the new Disarmament Conference.

TWENTY YEARS' OIL
FOR U.S.HAS AMERICAN SAVED ENOUGH
FOR NATIONAL SAFETY?

Washington, March 25th.

President Coolidge has announced the appointment of a commission to ascertain the best means of conserving the nation's oil supplies.

A statement explains that at the present rate of production it is estimated that there is only twenty years' oil supply within the United States and when this is exhausted the United States will be dependent on foreign sources which in war time would be certainly jeopardized and possibly cut off.

The statement concludes: "Unless therefore the Navy has conserved in this country sufficient oil with which to fight a war our national security will be seriously endangered."

"UNWHIPPED BY JUSTICE."
SENATOR'S BITTER COMMENTS IN
OIL SCANDAL DEBATE.

Washington, March 25th.

In the course of bitter attacks in the Senate on Mr. Sinclair and Judge Daugherty, Senator Reffin said that crooks were going unwhipped by justice, and that nothing was being done.

Senator Walsh, Chairman of the Oil Committee, presented a resolution demanding the impeachment of Mr. Chase. Feeling is strong against Mr. Chase owing to his recent testimony that he had acted as go-between on behalf of Senator Fall when the latter was alleged to have requested Senator McKinney to say that he had lent him (Senator Fall) \$100,000.

FAR EASTERN-CABLE
NEWS.

[THROUGH REUTER'S AGENCY.]

MINING DISASTER AT TONGSHAN.
FIFTY-THREE MINERS ENTOMBED.

Tientsin, March 25th.

A sudden inflow of clay and sand into a number of galleries in one of the Tongshan coal mines entombed fifty-three miners.

Digging continued all last night, but fresh falls occurred as fast as the obstructions were removed.

A message from Tongshan, this evening states that there is no hope for the entombed men.

SINO-RUSSIAN NEGOTIATIONS.

Peking, March 25th.

Replying yesterday to the *Waichiao* Note of March 22nd Mr. Karakhan (Soviet Representative at Peking) refused to discuss the powers of the Chinese delegate, which he considers a matter of Chinese concern.

He disputes the Chinese assertion that there has been no foreign interference, quoting the French Minister's Note regarding the Chinese Eastern Railway as an example of interference.

Finally, he maintains that China must either approve the settlement as drafted, or return to his original proposal for unconditional recognition and subsequent negotiations.

VISCOUNT JELICOE'S VIEWS ON
SINGAPORE BASE.EXPRESSED ON BEHALF OF MR.
MASSEY.

London, March 25th.

The views expressed in Admiral Jellicoe's Singapore message, published yesterday, are Mr. Massey's (Premier of New Zealand), on behalf of whom Admiral Jellicoe transmitted the message.

SIR R. HORNE ON SINGAPORE.

SAYS GOVERNMENT GIVES COLONIES
NOT CHANCE.

London, March 25th.

In the House of Commons the debate on the Singapore naval base closed with Sir R. S. Horne, in moving a resolution of £100 in the Naval Estimates, as a protest against the Government's policy, said that the Government, while professing to consult the Dominions, merely announced its decision to the Dominions and gave them no chance to do anything to alter the Government's judgment. He had never seen a consultation take a more discourteous form. He emphasized that the Dominions mainly concerned were Australia and New Zealand. (Opposition cheers.)

Sir R. S. Horne continuing, protested in the most emphatic manner, and he expressed his dismay at the decision. He read extracts from Mr. Bruce's communication, and said it was impossible to imagine a protest expressed in graver language.

MORAL GESTURE, IN HOPE — LATER.

Mr. C. G. Ammon, Parliamentary Secretary to the Admiralty, said the Government did not challenge the question of naval or military strategy. In view of the reported desire of Americans for an international disarmament conference, we should make a moral gesture in the hope that there would be some co-operation. We would be in a much stronger position if after exploring all the possibilities we were compelled to continue our armament policy.

Referring to Mr. Bruce's views, Mr. Ammon pointed out that the leader of the Opposition in Australia said that he did not believe Australia was in any danger of attack, and he did not think there was any danger in the Pacific. He declared that the base at Singapore would undoubtedly hamper the establishment of international confidence and lay our good faith open to suspicion. Japan, who was still suffering from the effects of the earthquake, was not likely to compete in armaments. She had given every earnest of a desire to carry out the Washington Agreement, and in strengthening and enlarging the authority of the League of Nations, which would be a greater defence in the peace of the world than all the armed forces and new docks that could possibly be built anywhere in the world.

SEMPER CRUISE BASE THE
ANSWER?

LATER.

Commander Kenworthy said he did not believe in the bogey of Japanese danger, but he was of the opinion that the best answer to a possible Japanese invasion of Australia would be a submarine cruiser base somewhere in New Guinea or in North Australia.

He declared that when the question of disarmament was raised the Premier was bound to be faced with the question of Japanese immigration to Australia. He desired that Japan should find room for expansion, but not at the expense of the British Empire, Australia or elsewhere.

LIBERAL VOTE SPLIT.

LATER.

Sir R. S. Horne's motion was rejected by 257 votes to 211. The Liberal vote was split. (Continued at foot of next column.)

SCOTTISH LETTER.
BURNS' BIRTHDAY CELEBRATIONS.

[FROM OUR OWN CORRESPONDENT.]

Edinburgh, January 30th.

It is safe to say that more people celebrated the anniversary of Burns' birthday throughout the English-speaking world than had ever been the case before. For every year adds to the number of Burns' devotees. Not indeed that all the celebrants are Scots, either by birth or descent. A Burns Night, especially forth of Scotland, is becoming, like other Scots festivals, a rallying point for English-speaking people generally, whether in our own far-flung Commonwealth or in America. A similar change has taken place in regard to the keeping of Hogmanay, which, but a few years ago the monopoly, in London, of some hundreds of rather noisy Scots youths in front of St. Paul's Cathedral, now affords a lucrative form of merry-making for most of the big West-End hotels, where thousands of Englishmen try to sing "Auld Lang Syne" (sic). If they have not always a clear knowledge of what the words mean, the tune at any rate has become a byword of wide-spread significance in the art of saying good-night. At many of the Burns celebrations the distinction of memory was proposed by distinguished men who were not Scots — an innovation which does not always please "thrane" commentators sworn to "keep the Scots" "Keith" in his name, is one of the most typical Englishmen living, held forth at the monster dinner of the Burns Club of London, and was broadcast far and wide. This appreciation, however, is inevitable for Burns is not only national but international, his metre, helped enormously by its musical setting, making an appeal to a wholly non-literary public far greater than that of any other writer, for folk who never even open a book can quote Burns.

In modern times the haggis has become the typical Scottish dish, particularly identified with the festivals of St. Andrew and Robert Burns, but it is a surprising fact that for many centuries, while popular in Scotland, it was also an English favourite. Recipes for its making were given in more than one cookery book of the 15th century, and we find this description in one of the 17th. "The English Housewife." That pudding which is called the haggis or haggus, of whose goodness it is vain to boast, because there is hardly to be found a man that doth not affect them." Yet this popularity dwindled, and seems to have faded away.

(Continued on next column.)

CHINESE CUSTOMS.
POWERS TO SUMMON CONFERENCE
SHORTLY.

London, March 25th.

The diplomatic correspondent of the *Daily Telegraph* says that the Powers will presently exchange views on the Peking Government's request for a conference on the subject of which is contained in the Nanchow treaty, but the state of anarchy and chaos prevailing all over China and the unfriendly attitude of Chinese officialdom towards foreigners militate against the granting of the request.

JAPANESE STEAMER SUNK IN
COLLISION.TWENTY-THREE OF THE CREW
MISSING.

London, March 25th.

The Japanese steamer *Toku Fuku Maru*, bound from Bremen to Japan, was sunk in a collision with the German steamer *Heinrich* in a fog near Dungeness. Twenty-three of the *Toku Fuku Maru*'s crew are missing, and 15 survivors have been landed at Dover by the *Heinrich*.

BRITISH CHILDREN AND CHINA.
INTERESTING WIRELESS TALK BY
CHINESE DIPLOMAT.

London, March 25th.

Part of the wireless broadcasting programme during the children's hour was conducted by Mr. Chao Hsuehshu, the Chinese Charge d'Affaires, who talked to English children about Chinese children. THE "PURE CHINESE GAME" OF MAH JONG.

CHIPPING ASHORE ON
YANGTZE.

ICHANG, March 24th.

The Yangtze Richey Navigation Company's steamer *Chipping*, of which Messrs. Gillespie & Co. are the agents here, while on her maiden trip to Chungking, struck the rocks Kungling Rapids on the morning of the 21st. The forehold contains about eight feet of water and the cargo is seriously damaged. Salvage gear was despatched this morning. The *Chipping* is reported to be in no immediate danger.

JAPANESE IMPORT DUTIES
RE-IMPOSED.

Tokyo, March 25th.

The import duties are to be again imposed on those commodities temporarily exempted after the earthquake, with the sole exceptions of beef, rice and eggs.

about the beginning or middle of the 18th century. In the middle of the 19th a writer promulgated the now prevalent notion: "There is something transcendently Scotch about a haggis." To have known haggis, and its fragrant lusciousness, and to have forgotten it!

Another interesting point about the haggis is its cheapness, combined with its food qualities. For a small sum it may be purchased — drunk, bulging, hideous — but with what worth, what cheer within. The fruit of the oat — that grain, with its large content of albuminoids, which has sustained hundreds of thousands of hardy Northerners; the onion, ancient of history, with its nutritive and stimulant properties; the fat, even as used by King Arthur's Queen in that famous bag of pudding; the rich and savoury meat, the very heart and core of noble mutton.

The derivation of the name, which has been variously spelled, baffles the dictionary. There is an old verb, "to haggis," meaning to signified to trouble, as night-murder. "Well, we have known it happen when haggis was indulged in not wisely, but too well. But Grose gives, though without etymology, a word haggus, for the lower part of the body. And here, doubtless, we have the immediate derivation. They were wont to call a spade a spade in old days and a haggis and its container, being what it was, was simply a haggis.

An American paper contains an effort to make a local bard to produce "humorous Braid Scots verse. One-bloomer is the rhyming of "picked" with "night." The poem is entitled "Hunting the Haggis," and the first verse is:—

My heart's in the Highlands; it's there by its lane
A hunting the haggis o'er bracken and stane
The wild whistling haggis, wi' lang
bristling beard,
That hides in the gorse bushes, driving
its weird.

A number of the Burns Clubs have special rituals of their own. I know of one where it is demanded of the orator of the evening that he drink a glass of whisky neat before signing the Visitors' Book. In another case each member of the "Twenty-Fifth" must furnish for the chairman's menu-card an appropriate quotation from the works of the bard and sign it. Then out Dufferin! there is a club that expects the proposer of "The Immortal Memory" to don a Tam o' Shanter and Shepherd tartan plaid provided for his adornment. The request makes even the strongest of men quail.

A ladies' Burns supper, held in April under the auspices of the Eastern Star struck a new note. More men were allowed to attend, but the "Immortal Memory" was proposed by a lady. And the evening was a "dry" one!

RAMSAY MACDONALD AS A NEIGHBOUR.

The Prime Minister is of goodly stature, tall and well proportioned, with a well-turned leg which his knickerbocker suit shows to advantage. He has a straight, boyish figure, and his eyes are blue, his nose, brown and merry. I particularly like his smile, which includes his eyes as well as his mouth. His bristled hair and bronzed face remind me of a little of Andrew Lang. So writes Isabel Cameron, the authoress, describing a visit which Mr. Ramsay MacDonald paid to her home. He asked me how the "Doctor" was getting on, and whether I had made my fortune yet. "Not so as to buy a motor-car," I replied sadly, and hoped he would not notice the hole in the seat of the chair whereon I sat.

A Celt he is, possessing to the full all the glamour of his race. To such a man Scott's novels make an irresistible appeal. He is continually reading them. "Ivanhoe" was the favourite last Christmas. Addison's essays and old history interest him, particularly the story of Oliver Cromwell; for that old Ironside the new Prime Minister has an especial fondness. To the "Old Don" as Mr. MacDonald calls the late Mr. George MacDonald, schoolmaster of Drinnie, he owes his love for good literature. When this old teacher died Mr. MacDonald wrote a letter of such deep sympathy and fond appreciation that the mere reading of it brings tears to one's eyes. He speaks of his debt to the old dominie, which he can never discharge. One cannot help thinking that this same old dominie must have found his young pupil teacher, a school after his own heart. In Morayshire, with all its historical associations and history, the future Prime Minister had many schools and schoolmasters. To hear him speak of something he loved well. A wonderfully strong bond of affection exists between Mr. MacDonald and his five good-looking young folks. His eldest daughter, Isabel, spent a year in Lonsdale School, and all the young MacDonalds are fond of their Morayshire home. "The Hillsides." When their grandmother was alive she found all her delight in looking after her stirring grandchildren. The youngest girl's birthday fell about the days of the General Election. "What would you like for your birthday?" one of the others asked her. "That Daddy would be re-elected," she said. "That's the poll!" was the reply of this staunch young politician.

Of their mother, a beautiful and graceful lady, Lonsdale still speaks with loving respect. Her care for children, her interest in all that was for the uplift of humanity, have left a wonderful memory, and her influence surely can be traced in Mr. MacDonald's own love for children and concern for their future.

SCOTS-AMERICANS WAR MEMORIAL.

A communication has been made to Lord Provost Sleight, by Mr. John Buchanan, LL.D., the well-known author, as to a Scottish-American memorial in Edinburgh. Mr. Buchanan has been approached by a Scotsman resident in America, on behalf of a number of Scottish organisations in that country, with

the suggestion that a memorial of Scotsmen's part in the war should be erected in Edinburgh as a tribute from Scotsmen in America. The suggestion—subject to variation in all details—was that a piece of statuary, probably the figure of a Highlandman, should be erected in Princess Street. If the proposal were approved, the writer of the communication on the subject was prepared to get in touch with the various Scottish societies throughout America. A difficulty is that suitable sites for statues in Princess Street are already occupied. It is understood, however, that local views on the form such a memorial might take would be open to consideration on the part of the originators of the proposal.

A NEW HENDERSON LIKER.

Messrs. Wm. Denny Bros., Dumbarton, launched the steamer *Kilmorland*, built to the order of Messrs. Patrick Henderson & Co., of Glasgow. The vessel, which is 425 feet in length, 30 feet in breadth, and 35 feet 4 inches in depth, has been constructed for the company's service between Glasgow and Bangor. She will have first class accommodation for nearly 110 passengers, and will carry 3,000 tons of cargo. The propelling machinery will consist of single-crank triple-expansion engines. Messrs. Henderson have ordered from the same shipbuilding yard another vessel which will practically be a replica of the *Kilmorland*.

THE R. AND A. AND THE UNIONS.

The convening by the R. and A. of a conference of representatives of the gold unions and associations throughout the country fulfils the promise made by Mr. Norman Bone to the Scottish Union in November. It may prove an historic meeting affecting virtually the future Government of the game, or it may turn out something a great deal less. It will at least mark the official recognition of all the unions in the country, and to that extent will clear up a misunderstanding which exists in some quarters south of the Border as to the attitude of St. Andrew's to the union movement. It is greatly to the credit of the Scottish Union that they have been the agents which have brought about the conference. Mr. Bone, representing the R. and A., has all along been a devoted member of the union, and his presence at this annual general meeting represented the best of the governing authority on behalf of the Scottish body. In the work of union handicapping they have gratefully accepted the assistance of the Scottish Union, and encouraged by the success of this co-operative effort the Scottish Union passed a resolution in November asking for a conference of all the unions to formulate a uniform handicapping scheme based on approved scratch scores. Mr. Bone had had an advance copy of the resolution, and had mentioned it at a meeting of the Championship Committee, so he was able to say they would be delighted to convene such a conference.

MISCELLANEA.

By the order of Lonsdale Town Council, a bonfire was lit on the Coullard Hill, a commanding height overlooking the fishing quarter of the town, where Mr. MacDonald's house is situated. One result of the Labour leader's rise to power is the sudden conversion of almost the whole of the fishing community, which used to be Liberal, but has gone over in a body to the newly formed local branch of the Labour Party.

Many people south of the Border seem to be not a little puzzled over the Christian name of Isabel, which is owned by the new Prime Minister's eldest daughter and hostess at No. 10, Downing Street. The name—a variant of Elizabeth—is by no means uncommon in Scotland, and in the North-East and Moray Firth neighbourhoods—bearers of it are to be found in almost any village. It is the Christian name of the present Marchioness of Aberdeen.

Scottish literature is moderately well represented among the legislators who have been making history M.P. for Stephen's. Mr. James Welsh M.P. for Ayr and Carrick, has won fame as the Scottish minister poet (not minor, as it is noted), and Mr. Robert Murray, the Labour member for West Renfrewshire, has also published a volume of poetry, and is a frequent contributor of verse to the magazines. Mr. J. Ramsay MacDonald himself, in early life, dabbled successfully in fiction-writing, and Mr. Frank Rose, the particularly independent Labourist who represents North Aberdeen, is a dramatist as well as a journalist.

During the adjournment of the House of Commons eleven of the Parliament representatives of Scottish Seals and their came North by sea to visit and then motored to Glasgow. Their choice of travel was a deliberate boycott of the railways on account of the strike. "We did not want to indirectly to blackleg the men who are refusing to work the railways," was how one of them put it. Ministers may come and Ministers may go, but it is still the same old sea, as most of the Red Clydeside men showed very too plainly; but David Kirkwood seemed to have escaped easily; he was an outstanding figure on the deck of the steamer as he ostentatiously cut up "strong black" for his pipe.

PLAYED WITH FIVE PRIZES.

J. H. Taylor, the five-times champion, notes with satisfaction that Ramsay MacDonald's advent to the Premiership means another to the list of First Ministers who have made golf their pastime. "J.H." says that he has had the honour of playing with five British Premiers devoted to the Royal and Ancient. He adds a word of regret that Earl Balfour has recently "backslid" from golf to tennis.

The power of golf in politics must now surely be recognised when we find the French press catching up with Mr. Lloyd George for the proselytising of M. Briand on the links. That was the occasion, I may add, when Lloyd George looked back over the devastation of French territory caused by M. Briand's agricultural display, remarked "This looks like another case for the Reparations Committee!"

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"PARIS MARU"	Wednesday, 23rd Apr.
RIO DE JANEIRO, SANTOS & BUENOS AIRES-via Saigon, Singapore, Colombo, Durban and Capetown.	Friday, 4th Apr.
"CHICAGO MARU"	Wednesday, 16th Apr.
BOMBAY via Singapore and Colombo.	Tuesday, 1st Apr.
"BURMA MARU"	Thursday, 17th Apr.
"SHUNGO MARU"	Thursday, 17th Apr.
BANGKOK via SAIGON.	Thursday, 17th Apr.
"KISHU MARU"	Thursday, 17th Apr.
CALCUTTA via Singapore & Rangoon.	Thursday, 17th Apr.
"HAGUE MARU" (Call at Penang)	Thursday, 17th Apr.
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.	Thursday, 17th Apr.
"BORNEO MARU"	Thursday, 17th Apr.
"ANNAN MARU"	Thursday, 17th Apr.
"ALABAMA MARU"	Thursday, 17th Apr.
NEW YORK via Japan Ports, San Francisco and Panama.	Thursday, 17th Apr.
"HAWAII MARU"	Thursday, 17th Apr.
JAPAN PORTS-Moji, Kobe, Osaka, Yokkaichi and Nagoya.	Thursday, 17th Apr.
"ALPS MARU"	Thursday, 17th Apr.
"ALABAMA MARU"	Thursday, 17th Apr.
"ANDES MARU"	Thursday, 17th Apr.
KEELUNG via SWATOW & AMOY.	Thursday, 17th Apr.
"AMAKUSA MARU"	Thursday, 17th Apr.
"KAIJO MARU"	Thursday, 17th Apr.
TAKAO via SWATOW & AMOY.	Thursday, 17th Apr.
"KOTSU MARU"	Thursday, 17th Apr.
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JAPANESE NAVY'S EARTHQUAKE LOSSES.

In the House of Commons on the 26th ult., Mr. Ammon informed Captain Viscount Curzon (U. Battersea, S.) that the material losses suffered by the Japanese Navy due to the recent earthquake were: The *Amagi* battle cruiser, at Yokohama, suffered severe structural damage that she would be scrapped; the *Kaga* battleship, which was to have been scrapped under terms of the Washington Treaty, would now be converted into an aircraft carrier in place of the *Amagi*; the *Yaku*, a light cruiser of 5,570 tons displacement, carrying seven 5.5in. guns, was severely damaged on the stocks at Yokohama, and would now probably be taken to pieces and rebuilt. Two destroyers under construction were slightly damaged. Two submarines refitting were slightly damaged. The coastal motor-boats were burnt. About 84,000 tons of oil fuel belonging to the navy was destroyed, and the storage tanks in which it was contained were damaged. Various training establishments, the naval arsenal at Tokyo, and the cordite factory at Hiratsuka were completely or partially destroyed. The damage to naval establishments was estimated at £10,000,000, which will be provided by supplementary estimates. It was understood that the completion of the auxiliary shipbuilding programme has been postponed for one year until March 31st, 1925, and the completion of "alterations to capital ships" for one year until March 31st, 1932.

JAPANESE SHIPPING

SERIOUSLY THREATENED BY AMERICAN PREFERENTIAL TARIFF.

Execution of Article 23 of the American Shipping Law giving preferential railway rates on cargo carried to or from America by American vessels is regarded as seriously damaging to Japanese shipping in the Pacific.

The Japanese Ambassador at Washington has been instructed to protest on the ground that this Article violates Articles 1 and 6 of the Treaty of Commerce and Navigation of 1911.

In some quarters enforcing of the Law is considered impracticable in view of existing contracts.

It is understood that the question of reprisals is being discussed should satisfaction not be obtainable by diplomatic means.

ANOTHER B.I. STEAMER LAUNCHED.

The *Titanic*, the second of two single-deck steamers building to the order of the British India Steam Navigation Co., Ltd., was launched on February 20th from the Hebburn shipbuilding yard of Messrs. B. & W. Hawthorn, Leslie & Co., Ltd. The christening ceremony was performed by the Hon. Elsie Mackay, daughter of Viscount Inchcape (chairman of the company). The dimensions are: Length overall, 487 ft.; breadth, 39 ft.; depth, 40 ft.; quadruple expansion engine supplied by four cylindrical single-ended boilers working at a pressure of 215 lb., and designed for a speed of 13 knots. The *Titanic* is the second to be completed of two similar steamers of 10,000 tons intended for the British India Company's Calcutta-China service. She will be completed to accommodate 60 first saloon passengers and 74 passengers in the second saloon.

SHIPPING NOTES.

The *Empress of Russia* reports fair weather throughout the voyage from Vancouver to Hongkong.

At a recent meeting of the board of the Compagnie des Messageries Maritimes, it was decided not to pay a dividend for 1923. The annual general meeting of shareholders will be held in Paris on June 20th next.

Passengers on the Star Ferry yesterday at tiffin time noticed a capsized junk floating in the fairway with a police launch standing by. This was not a fresh accident, but the wreck of the junk which was sunk in a collision in Lyemun Pass last Sunday morning with the s.s. *Head Oriana* when one of the crew were drowned. Yesterday the Water Police discovered that the junk had drifted from the Pass into Kowloon Bay and as it constituted a danger to vessels passing in and out of the Harbour they took the wreck in tow to the Yau-mai Basin where she will be broken up.

VESSELS EXPECTED.

Andre Lebon (M.M.), due 25th April.
Atsuta Maru (N.Y.K.), due April 6th.
Autolycus (Blue Funnel Line), due April 13th.
Capitaine Faure (M.M.), due to-day.
Chambord (M.M.), due April 7th.
Empress of Australia due April 10th.
Hakodate Maru (N.Y.K.), due March 29th.
Helene (Blue Funnel Line), due April 13th.
Japan (B.I. & Apcar), due to-day.
Kaga Maru (N.Y.K.), due to-day.
Patrolus (Blue Funnel), due April 14th.
Paul Leclerc (M.M.), due 21st April.
Portus (M.M.), due March 30th.
President Adams (Dollar), due March 31st.
President Jackson (Admiral Oriental), due March 30th.
President McKinley (Admiral Oriental), due to-day.
President Polk (Dollar), due April 28th.
Thesus (Blue Funnel Line), due March 31st.
Sietla (P. & O.), due to-day noon.
Sourabaya Maru (O.S.K.), due to-day.

NEW MINISTER'S APPRECIATION OF HUMOUR.

Speaking at the Old Kent-road Baths on February 1st Mr. Charles G. Ammon, M.P., Parliamentary Secretary to the Admiralty, humorously complained that at the Admiralty he was not even allowed to put coal on the fire with his own hands. When he first took up office the petty officer inquired, "What's your business?" He replied, "I am the new Parliamentary Secretary," and the petty officer sprang to attention with gusto. "The Admiralty is not very much upset at my arrival," said Mr. Ammon, "and I think we shall all work very well together." Lord Beatty, he said, had already shown a nice sense of humour. At their first meeting his lordship brought along a copy of Hansard with his (Mr. Ammon's) last year's speech on the Navy Estimates. Lord Beatty said, "I suppose you will have to defend the Estimates this time, sir." "I do not think we need worry when there is a sense of humour," said Mr. Ammon.

Recently General Primo de Rivera presented a list to King Alfonso of distinguished Spaniards whom he desired to banish. Having read it the King remarked that one name had been omitted, and proceeded to add it, and returned the document to the General. His Majesty had written in the name "Alfonso." General Primo de Rivera, on reading it, tore up the list and retired.

The Government of India, it is officially announced, are prepared to grant licences to private enterprises in India for the establishment and operation of the necessary radio service to provide the Indian link in the Imperial wireless scheme, and for commercial wireless communication with the rest of the world.

Sir Robert Blair, who is relinquishing the post of London Education Officer, in the course of an interview, stated that 249 London County Council schoolchildren, sons and daughters of artisan parents, went to the universities during the preceding four years, and 80 per cent. passed with first or second-class honours.



Protect your voice

To improve the voice and protect the throat from infection, pop an occasional Evans' Antiseptic Throat Pastille into your mouth.

A valuable combination of remedies, made to the formula of a specialist of the Liverpool Throat Hospital, Evans' Pastilles are antiseptic and soothing. Obtainable at all chemists.

Sole proprietors: Evans Sons, Lecher & Webb, Ltd., Liverpool and London, England.

EVANS' Pastilles
ANTISEPTIC THROAT PASTILLES
See the raised bar on every Evans' Pastille.



INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS	SUBJECT TO ALTERATION.	
SHANGHAI via SWATOW	"LOKSANG"	Friday, 28th Mar. 7 a.m.
MANILA via AMOY	"SUISANG"	Saturday, 29th Mar. 11 a.m.
TIENSIN	"CHIPSANG"	Saturday, 29th Mar. Noon.
SHANGHAI via SWATOW	"YATSHING"	Sunday, 30th Mar. 7 a.m.
HAIPHONG via HOIHOW	"LEESANG"	Sunday, 30th Mar. 10 a.m.
RANGOON via SWATOW	"HOPSANG"	Tuesday, 1st Apr. 10 a.m.
TSINGTAU via SWATOW	"WOSANG"	Wednesday, 2nd Apr. 7 a.m.
SHANGHAI	"HINSANG"	Wednesday, 2nd Apr. 1 p.m.
SANDANAN	"FLOKSANG"	Wednesday, 2nd Apr. 3 p.m.
STRAITS & CALCUTTA	"FAUSANG"	Friday, 4th Apr. 7 a.m.
SHANGHAI via SWATOW	"WAISHING"	Sunday, 8th Apr. 7 a.m.
SHANGHAI via SWATOW	"KUTSANG"	Wednesday, 8th Apr. 7 a.m.
KOBE via SHANGHAI	"LAISANG"	Friday, 12th Apr. Noon.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoilow both ways.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, s.s. "HINSANG" and s.s. "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "FOOKSANG" will be despatched on or about

Wednesday, 2nd April, 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

TELEPHONE No. CENTRAL 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.-STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

HOMEWARDS.

Vessel	Des Hongkong	Vessel	Leaves Hongkong	Discharge
"GLENSHANE"	... 30th Mar.	"PEMBROKESHIRE"	... 1st Apr.	London, Rotterdam & Hamburg.
"GLENGARRY"	... 17th Apr.	"GLENOGLE"	... 3rd Apr.	Genoa, London, Rotterdam & Hamburg.
"GLENAHOY"	... 4th May			
"GLENAFF"	... 15th May			

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., AGENTS.

Telephone: Central No. 215 sub-22, 22 and Central 2250.

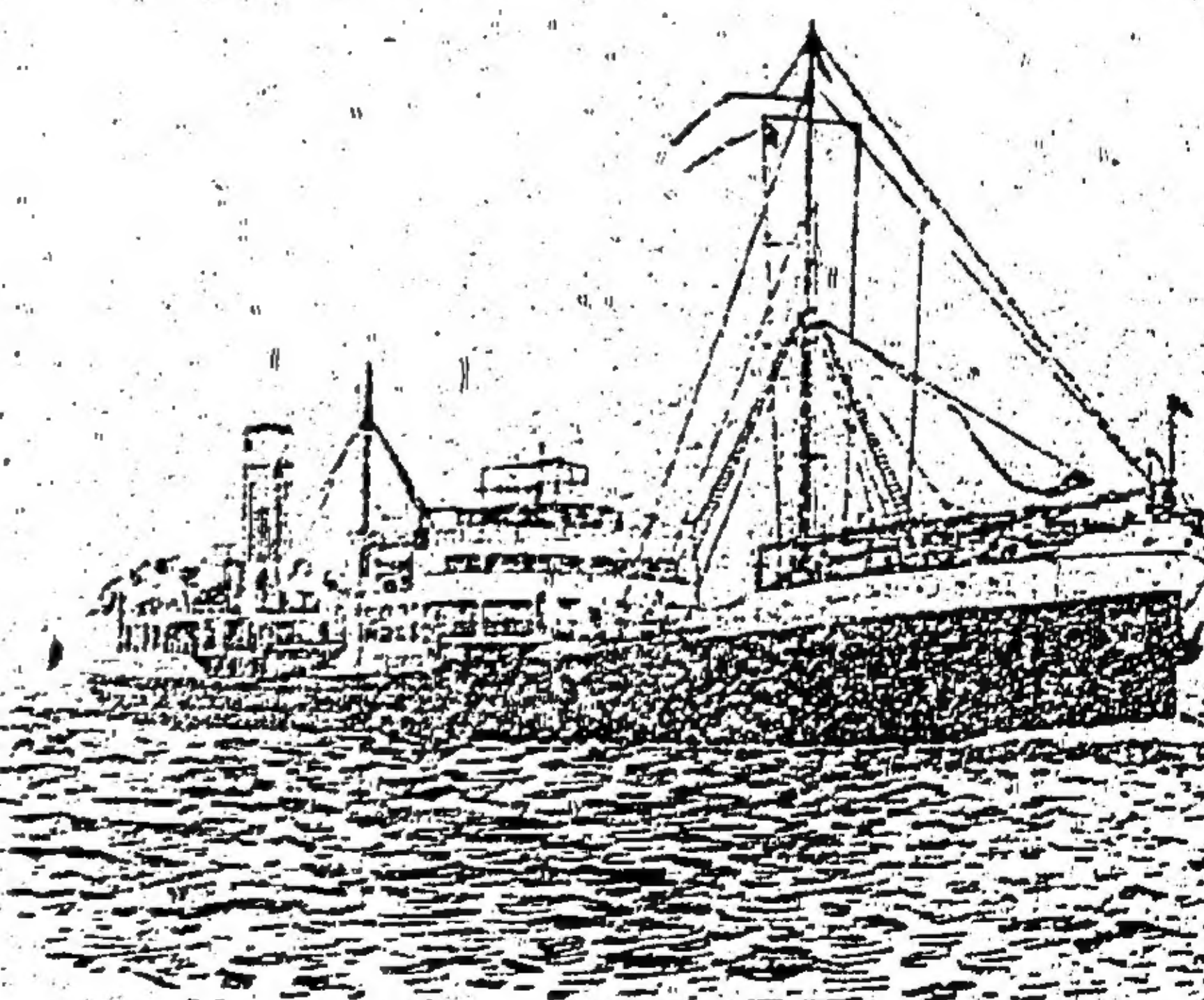
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OIL TANK STEAMER "PALUDINA"

427' 0" x 33' 1" x 21' 0" 6,400 tons d.w. x 2,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCKS to the order of THE ANGLO SAXON PETROLEUM CO., LTD., being one of four similar vessels built in 1922 WORKED to the same order.

Please address enquiries to the Chief Manager:

R. M. DYER B. Sc., M.I.N.A., Kowloon Dock, HONGKONG.

ELLERMAN BUCKNALL STEAMSHIP COMPANY, LTD

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

"CITY OF YORK" 29th March Mars, L'don, Dunkirk & R'dam.
"CITY OF CAIRO" 18th April Mars, L'don, R'dam & Hamburg.

PASSENGER SERVICE.

"CITY OF YORK" 29th March Mars, L'don, Dunkirk, etc.
"CITY OF CAIRO" 18th April Do

FARES TO LONDON.

1st Class "A" ... £ 92. "B" ... £ 84. 2nd Class "A" ... £ 52. "B" ... £ 46.
Cargo Steamers, Saloon Passage £62.

NOTE—Particularly Charge of Passage Rate by Cargo Steamers.

For further particulars apply to—

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HOLYOAK, MASSEY & Co, Ltd, CANTON.

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Joint Service of the

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AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"CITY OF BRISTOL" ... via Suez Canal ... 31st Mar.
"ATREUS" ... via Suez Canal ... 11th Apr.
"KNARESBORO" ... via Suez Canal ... 21st Apr.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to— BUTTERFIELD & SWIRE OR THE BANK LINE LTD, HONGKONG.

HONGKONG AND CANTON. HOLYOAK, MASSEY & CO, LTD, CANTON.

M. MESSAGERIES MARITIMES. M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Hongkong.	From Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Shanghai.
PORTHOS	—	—	30th Mar.
AMAZONE	—	—	13th Apr.
ANGKOR	—	—	27th Apr.
JEANBORD	—	—	11th May
PAUL LECAT	—	—	18th May
ANDRE LEBON	—	—	25th May

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance.)

A CLASS (1st Class) ... £ 95. 0s. 0d. B CLASS (1st Class) ... £ 83. 0s. 0d.
C CLASS (2nd Class) ... £ 68. 0s. 0d. D CLASS (2nd Class) ... £ 60. 0s. 0d.

Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

"DR. P. BENOIT" leaving for MARSEILLES, HAVRE, ANTWERP

& DUNKIRK about the 2nd half of April.

"CAPITAINE FAURE" from DUNKIRK, LONDON & HAVRE is due to arrive

about the 27th of March.

Sailings subject to alteration without notice.

For full Particulars apply to— MESSAGERIES MARITIMES CO., 1, Queen's Building, Telephone Central 740.

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REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

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AND RETURN

(Occupying 9 or 10 Days)

HAIFONG ... Capt. Ellis Walker ... Friday, 28th Mar., at 1 p.m.
HAIFONG ... Capt. W. S. Turnbull ... Tuesday, 1st Apr., at 1 p.m.
HAICHING ... Capt. A. H. Stewart ... Friday, 4th Apr., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake's Pier.)

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DOUGLAS LARSEN & CO.,

(General Manager.)

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

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MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SICILIA"	6,813	24th Mar., Noon	S'pore, Penang, Colombo & B'way
"PERM"	7,648	28th Mar.	Singapore & Bombay.
"JERPORE"	5,318	3rd April	S'pore, Penang, Colombo & B'way
"KHYBER"	9,014	6th April	Marseilles, London & Antwerp.
"LAHORE"	5,252	11th April	Singapore & Bombay.
"PADUA"	5,807	12th April	S'pore, Penang & Bombay.
"NELORE"	6,351	17th April	B'way, Mars., L'don, & Antwerp.
"ACINA"	7,952	18th April	Marseilles, London & Antwerp.
"SODAN"	6,695	23rd April	S'pore, Penang, Colombo & B'way.
"SALVAN"	8,118	3rd May	Marseilles, London & Antwerp.
"PLASSY"	7,426	17th May	do.
"KASHMIR"	9,963	24th May	do.
"SICILIA"	6,813	25th May	S'pore, Penang, Colombo & B'way.
"KHYBER"	9,014	31st May	Mars., London & Antwerp.
"KASHGAR"	8,810	14th June	S'pore, Penang, Colombo & B'way.
"SODAN"	6,695	23rd June	Mars., London & Antwerp.
"KORLA"	10,311	28th June	S'pore, Penang, Colombo & B'way.
"KARMALA"	9,058	12th July	Mars., L'don, & Antwerp.
"SICILIA"	6,813	23rd July	S'pore, Penang, Colombo & B'way.
"MALWA"	10,911	28th July	Mars., L'don, & Antwerp.
"DEVANHA"	8,092	9th Aug.	do.
"MANTUA"	10,902	23rd Aug.	do.
"KHYBER"	9,014	6th Sept.	do.
"KAISAR-I-HIND"	11,430	20th Sept.	do.

BRITISH INDIA-APCAR SAILINGS

S.S.	Tons	From Hongkong (about)	Destination
"WARINA"	3,120	27th Mar. 5 p.m.	Bangkok
"TORILLA"	5,205	5th April	Singapore, Penang, Colombo.
"TALMA"	10,000	14th April	do.
"YARNA"	8,012	24th April	do.
"GOGRA"	5,181	27th April	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"ARAFURA"	6,000	2nd Apr.	Manila, Sandakan, Thursday
"ST. ALBANS"	4,500	30th Apr.	Island, Java & to Brisbane,
"KASHMIR"	4,000	28th May	Sydney & Melbourne.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver,
The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"JAPAN"	6,952	24th Mar.	Amoy, Shanghai, Moji & Kobe.
"SODAN"	6,695	4th Apr.	Shanghai.
"KASHMIR"	9,963	14th Apr.	Shanghai, Moji & Kobe
"ST. ALBANS"	4,500	5th Apr.	Moji & Kobe.
"GOGRA"	5,181	7th Apr.	do.
"PLASSY"	7,426	18th Apr.	Shanghai, Moji & Kobe.
"KHYBER"	9,014	24th May	do.
"EASTERN"	4,000	3rd May	Moji & Kobe.
"TAKADA"	6,949	5th May	do.
"SICILIA"	6,813	13th May	Shanghai.
"KASHGAR"	8,810	18th May	Shanghai, Moji & Kobe.
"TORILLA"	5,205	20th May	Shanghai, Moji & Kobe.
"MOREA"	10,911	30th May	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	7th June	Moji & Kobe.
"SODAN"	6,695	11th June	Shanghai.
"KARMALA"	9,058	13th June	Shanghai, Moji & Kobe.
"MALWA"	10,911	27th June	do.
"ST. ALBANS"	4,500	5th July	Moji & Kobe.
"SICILIA"	6,813	10th July	Shanghai.
"DEVANHA"	8,092	11th July	Shanghai, Moji & Kobe.
"MANTUA"	10,902	24th July	do.
"EASTERN"	4,000	2nd Aug.	Moji & Kobe.
"KHYBER"	9,014	8th Aug.	Shanghai, Moji & Kobe.
"KAISAR-I-HIND"	11,430	22nd Aug.	do.
"KASHMIR"	9,963	5th Sept.	do.
"ARAFURA"	6,000	6th Sept.	Moji & Kobe.
"MOREA"	10,911	19th Sept.	Shanghai, Moji & Kobe.
"KASHGAR"	8,810	3rd Oct.	do.
"ST. ALBANS"	4,500	11th Oct.	Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section in their P. & O. Tickets, Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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Spanish Royal Mail Line

For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID,

BARCELONA and other SPANISH PORTS.

S.S. "LEGAZIPI" ... 2nd Apr.

S.S. "C. LOPEZ Y LOPEZ" ... 17th May.

For SHANGHAI AND JAPAN PORTS.

S.S. "C. LOPEZ Y LOPEZ" ... 28th Apr.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers.

Stewards and Doctor carried.

For Freight and/or passage apply to—

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PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

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S.S. MOORISH PRINCE expected 21st March sailing 1st April.

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(Incorporated in Great Britain)

Telephone Central 8164

Telegrams (Faraprice)

St. George's Building

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure	D.L.
SHANGHAI	"CHANGCHOW"	On 27th Mar.	D.L.
AMOI, SHANGHAI & TSINGTAO	"LUCHOW"	On 29th Mar.	D.L.
SWATOW & SHANGHAI	"SUNNING"	On 30th Mar.	10 a.m.
AMOI, SWATOW & SINGAPORE	"KWEIYANG"	On 31st Mar.	4 p.m.
AMOI & SHANGHAI	"HANYANG"	On 1st Apr.	D.L.
SHANGHAI	"SUIYANG"	On 1st Apr.	D.L.
SWATOW & BANGKOK	"KALGAN"	On 1st Apr.	2 p.m.
AMOI, SWATOW & SINGAPORE	"TAMING"	On 1st Apr.	4 p.m.
WEIHAIWEI & TIENSIN	"HUICHOW"	On 1st Apr.	D.L.
SHANGHAI	"SOOCHOW"	On 2nd Apr.	D.L.
SHANGHAI & SHANGHAI	"KANGCHOW"	On 3rd Apr.	10 a.m.
SHANGHAI & TSINGTAO	"LIANGCHOW"	On 5th Apr.	D.L.
HOIHOW & BANGKOK	"TEAN"	On 6th Apr.	Noon
HOIHOW, PAKHOI & HAIPHONG	"YUNNAN"	On 8th Apr.	10 a.m.
SWATOW & BANGKOK	"KWANGTUNG"	On 8th Apr.	Noon

SHANGHAI LINE—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pakow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wooning.

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CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

14

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Moji, Kobe, Osaka & Yokohama
"KUT"	5th April	8th April

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

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DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "DACRE CASTLE" ... Sails on or about 8th May.

15

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE AND TRIESTI (FIUME.)

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND

DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTI.

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "NUMIDIA" ... Sails about 1st April.

S.S. "FIUME-L" ... Sails about 3rd April.

S.S. "AUSSA" ... Sails about 1st May.

S.S. "DUCHESSA D'AOSTA" ... Sails about 3rd May.

S.S. "SILVIO PELLICO" ... Sails about 1st June.

S.S. "NIPPON" ... Sails about 3rd June.

S.S. "ROSANDRA" ... Sails about 3rd July.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTI.

S.S. "VENEZIA" ... Sails about 7th April.

S.S. "NUMIDIA" ... Sails about 3rd May.

S.S. "FIUME-L" ... Sails about 8th May.

S.S. "AUSSA" ... Sails about 4th June.

S.S. "DUCHESSA D'AOSTA" ... Sails about 7th June.

S.S. "SILVIO PELLICO" ... Sails about 4th July.

S.S. "NIPPON" ... Sails about 8th July.

S.S. "ROSANDRA" ... Sails about 7th August.

*Correspondence bearing vessel's name only.

ber Road, Victoria, Hongkong, London